

PORT WINE
AND
OPORTO

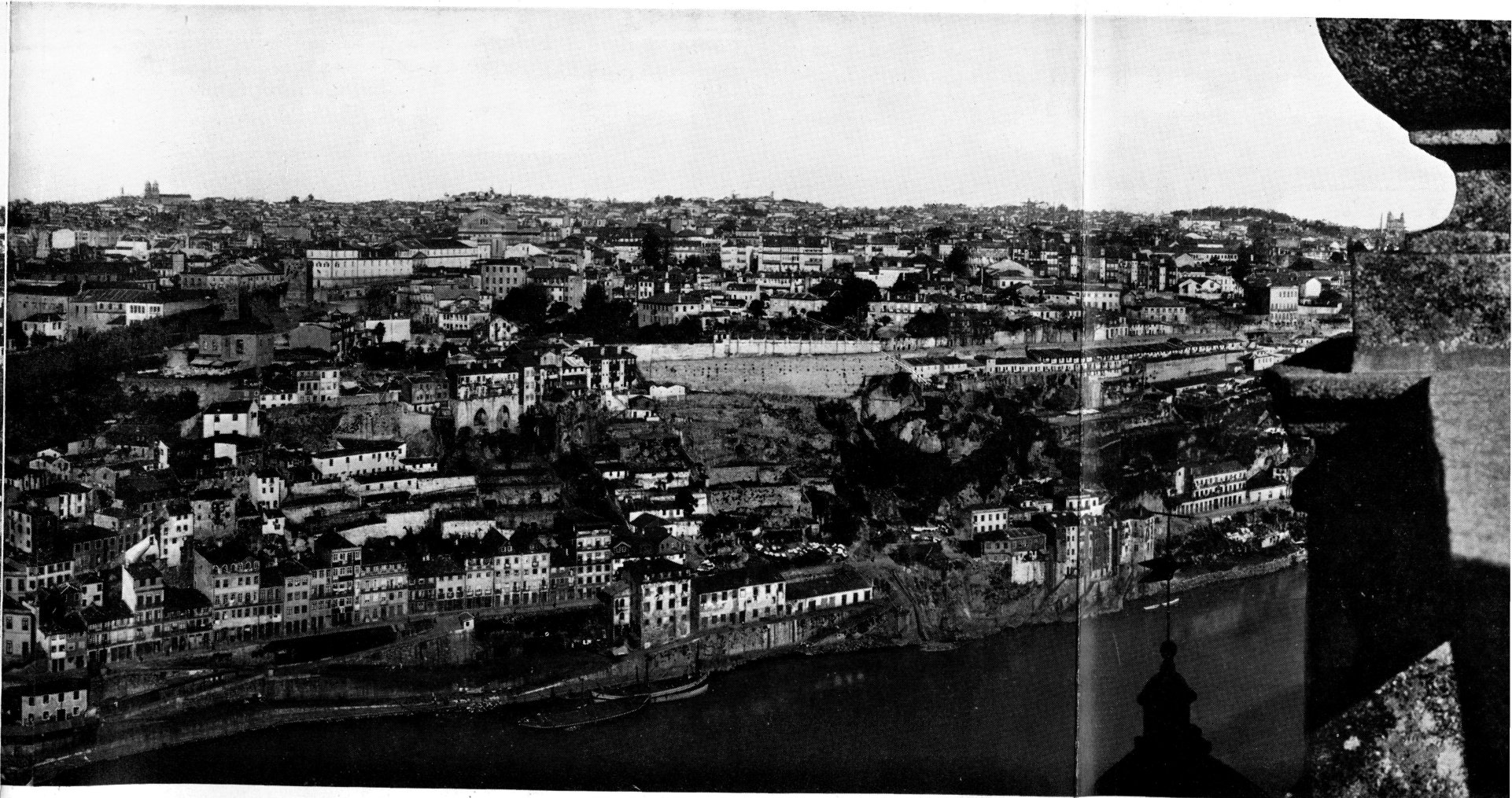
PORT WINE
AND
Oporto

By
Ernest Cockburn

Illustrated with
Nineteen Photographs

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OPORTO and VILLA NOVA DE GAIA.

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* Photographs kindly presented by the Instituto do Vinho do Porto.

† " " " " " Mr. G. G. Sankey, Oporto.

‡ AUTHOR'S NOTE:—Mr. A. C. Smithes died in 1939, but he and Mr. R. M. Cobb can be classed amongst the finest tasters of Port Wine of the twentieth century.

FOREWORD

by COLONEL IAN CAMPBELL, C.B.E., T.D.

Chevalier de la Legion d'Honneur

Chairman of The Wine and Spirit Association 1941-1945

Had I been asked to say who in this country was the man best qualified to talk and write about Port Wine I would unhesitatingly have designated Ernest Cockburn; the very name is redolent of all that is best and attractive in the luscious product that comes to us from the vineyards of our old and faithful ally Portugal. I believe and hope that I may have played some small part in influencing him to undertake the writing of this book, and those who read it will, I am sure, agree that the prompting was soundly based. Cockburn has made a life study of his subject, and his knowledge of Port, both practical and theoretical, is equalled by few and surpassed by none. I would like, moreover, to attest from personal contact and observation what, indeed, readers will discover for themselves, that he holds strong individual views, that he is capable of expressing them very forcibly and that he is not a bit afraid of being controversial. He perhaps inherits these characteristics, as well as a natural and often brilliant turn of wit, from his well-remembered great-grandfather, the Lord Cockburn of the Scottish Courts. Any encroachment on the sanctity of Port, its pre-eminence in quality and virtue, its origin or its name, finds in him a mighty opponent, a veritable porcupine on the alert. *Nemo me impune lacessit* would, appropriately enough, sum up the reaction of this doughty and uncompromising champion.

I doubt if Cockburn himself intended his "Port Wine Notes", as he modestly called them, to be generally circulated; but I consider that, collected into their present form, they offer a treatise on Port which will become a treasured Classic among the faithful; and their name is Legion. Amateurs and students alike will find therein entertainment, amusement and reliable information, besides some excellent illustrations; outstanding examples are the very comprehensive chapter on "What is Port Wine?", "My Curio Shelf", and the technical and atmospheric *data* that lead to his verdicts upon Port "Vintages" year by year, the "summing up" of which is a very good demonstration of what nowadays is termed British understatement; one is inclined to gather the impression that outstandingly successful "Vintage" years since 1870 have been few and far between. Cockburn, however, is as severe a critic of all the wines of the Douro as he is of those of his own celebrated firm's shipping and his judgment is to be respected; but he and I, and readers too I doubt not, in spite of any dubious or lukewarm praise from any quarter whatsoever, remember gratefully the many, many "Vintages" since that of 1870 that we have enjoyed and over which we have lingered long—and *con amore*—since we first became acquainted with Port. I am glad to see, because I entirely agree, that he considers that "Vintages" may be bottled in their third year, as indeed they used to be in pre-phylloxera days, with every prospect of a fine and well favoured maturity. The quicker development, which results from the slightly later bottling without prejudice to the wine, may help to bring back the "good old times" when every man of taste amongst us laid down his bin of vintage port as a matter of course—and owed his patient wine merchant the account for goodness knows how long, also as a matter of course. Houses were built with suitable

wine cellars in those days, and the architects of the post-war Britain should not fail to bear that combined amenity of art and service in mind.

A chapter that will, I think, prove especially to the liking of other readers besides myself, and certainly to students of political economy, is the one about "The Monopoly Company 1889". It tells a story with a moral and shows the dangers that attach to efforts on the part of Governments to over-control trade or become traders themselves. Cockburn graphically describes how Portugal was approaching the precipice of internal revolution and international "complications" as a result of the setting up of the Company when, fortunately, wiser counsels prevailed and agreement honourable to all concerned was established. But I will not detract from the enjoyment of discovery by pointing out any more of the good things to be found in "PORT WINE AND OPORTO". It is a book that will be prominent on every wine merchant's table, and one worthy of an easily attainable niche on the shelves of those who look upon themselves as wine amateurs for reference and recreation, and as a reminder that a knowledgeable appreciation of Wine belongs to the Arts: there is an art, moreover, in "knowing how to serve Port Wine in a gentlemanly manner" and in this, too, Cockburn gives good guidance.

IAN M. CAMPBELL.

PREFACE

Many most informative books on "Port Wine" have been written by such knowledgeable authors as Mr. Charles Sellers ("Oporto Old and New"), Mr. Andre Simon ("Port"), Mr. Geoffrey M. Tait ("Port—From the Vine to the Glass"), etc., but it is not my intention in this book to include more of the information they give than is unavoidable. It has, however, occurred to me that a few "Notes", collected from various sources, might make a happy addition to much that has already been published.

My "Notes" provide mainly pieces of historical information in, I hope, a fairly concise form, which may—perhaps a century hence—prove of a certain interest to lovers of Port Wine and others, and if they should ever achieve that purpose I shall feel that my labours have not been in vain. Port Wine is alone able in reality to tell its own story through the ages, and more especially to those who can enjoy and appreciate its charms to-day, but it is unfortunately left to Mere Man to record its more factual history. These "Notes", however, seek to go slightly further than that in recording views and experiences of the author, amassed after an active life in the Port Wine trade. I am fully aware that such an attempt opens the door for criticism and comment, but, if no one ever ran these grave risks, what an appallingly dull world it would be, and how little we should be given on which to reflect!

There is more in drinking Port Wine than the simple task of consuming a red liquid from a glass, since it can, like its cousin Fine Claret, seem to speak to one, to explain to one the little story which Dame Nature tells for our enjoyment, and to bring to us a message of contentment and well-being. But none the less interesting than the wine itself is its home, the great city of Oporto in Portugal, and many of these "Notes" concern that side of the picture.

Port Wine has had a hard struggle in many ways through the years, but it may be hoped to-day that the clouds are past and that the industry will once again see the sun, as throughout the centuries of its existence there has probably never been a time when the common interests of the Port Wine trade have been so united or so recognised and respected by those in whose hands their welfare lies. The Port Wine trade is to-day "One Great Family" whose sole object is to provide the public with wines that cannot be equalled for quality, and this desire is brought into the field of achievement largely by the help and wisdom of the Portuguese Government.

Does it not bring confidence to feel that Port Wine has stood the test of time, and if other wines are to-day found in competition with it by virtue of commercial favour caused by differential duties, do not the words of the old song seem to apply—"It is best to be off with the old love before you are on with the new"?

Some of my friends have been good enough to provide me with some of the information appearing in these "Notes", and to them I extend my most grateful thanks.

E. H. C.

POSITIONS HELD IN THE WINE TRADE BY THE AUTHOR

Port Wine Shippers Association. Hon. Treasurer.

Port Wine Trade Association. Chairman. Vice-Chairman. Hon. Adviser.

Wine & Spirit Trade Defence Fund. Committee. Representing Port Wine.

Wine & Spirit Association. Committee.

Wine Trade Club. Trustee of the Education Committee. Wine Committee.

Cockburn, Smithes & Co., London. Chairman and Governing Director.
(Shippers of "Cockburns Port Wine.")

CHAPTER ONE

"Good Wine is a Gentleman: treat it as such"

It is not the purpose of these records to trace the history of the Port Wine trade back to its inception, but a brief summary of what had occurred before about 1835 may not be out of place.

It is difficult to establish with any accuracy the date of the introduction of the grape vine into Portugal, and it seems doubtful whether it can be so traced. It is usual to find Asia mentioned as its original home, but although the date of its introduction into Europe may not be easy to establish it would seem clear that it came to Europe at a very ancient date, and it may even be doubtful whether Asia should in fact receive the kudos of its introduction in preference to Europe.

There seems evidence, however, that Viticulture in Portugal began many centuries ago if the writings of Seneca and Pliny are studied, and these authors probably had more knowledge of the Iberian Peninsula than most people.

The wine trade between Great Britain and Portugal is probably far more ancient than is popularly supposed, and it can be traced back to the days when bartering took place on a small scale, at first between seafaring men of the two countries. As early as the reign of Edward III Portugal made a Treaty with Great Britain in 1353, which enabled the Portuguese fishermen to fish for cod off the coasts of England, and this resulted in their bartering for British manufactures, many commodities of their own not the least of these being wine, which they brought over in their ships in skins and small casks for their own consumption. It was this practice which probably went far to introduce Portuguese wines to Great Britain.

The wines at that time were not "Port" as it is known to-day, as they were "table wines" made from the national vine of Portugal and of the rather rough type still consumed by the peasants and others in Portugal. This was, of course, a small beginning to what has developed into a large trade between the two countries. In those days the trading was done by the fishermen mainly from the Province of the Minho in the north of Portugal. Its port was the most picturesque town at the mouth of the River Lima called "Vianna do Castello", about 45 miles north of Oporto, where a British Consul was first appointed in 1578 to protect British interests. Oporto was not then the centre of international trade which it is to-day, and it was from Vianna do Castello that the products of the Province of the Minho were first introduced to Great Britain.

A Company existing at Monção looked after the exportation of the wines from Vianna do Castello, the wines being similar to Burgundy. The particular flavours of any wine in the world are governed by the characteristics of the soil and climate in which the vines are grown, and for this reason the wines produced in the Province of the Minho could not show the same flavours as wines produced in the Douro district, the soil being essentially different. The Douro district is mountainous, and with its schistous soil is essentially suitable for the production of wine, but the northern part of the Province of the Minho is mainly a grain producing country, and the vine was only a secondary consideration with the farming community there.

It is on record that wine from the Douro first came into prominence in 1678, when a Liverpool wine merchant sent his two sons to Vianna do Castello "to learn the wine business", and it was on a holiday trip that these two young gentlemen found their way to Lamego where, history relates, they were entertained at the local monastery and tasted a wine from near Pinhao which was new to them. They admired it so much that they bought all they could procure and shipped it to England via Oporto, first adding a little brandy to enable it better to withstand the rigours of the voyage.

This may no doubt be claimed as the original importation of "Port Wine" as it was known in Great Britain, as the wine in question came from the Douro. From that time the industry steadily developed. (It may be mentioned *en passant* that the River Douro had been known to the Romans as "Durius", whilst in Spain it was called "Duero".) The British traders did not then visit the Douro Valley to buy wine, but the city of Oporto had certain British "Factors" or Agents living there, representing British merchants, and the Douro farmers used to approach them in Oporto.

It was not many years before the wines from the Province of the Minho went somewhat out of favour as the Douro wines, shipped from Oporto, were preferred, and at the same time many of the Minho vines succumbed to disease. But perhaps what stimulated the imports of Portuguese red wines into the British Isles more than anything was the Methuen Treaty, which was signed on 27th December, 1703 and expired in 1831, even though the effects of it were at first slow to be seen. The Right Hon. John Methuen was sent to Lisbon with full powers to negotiate a political and commercial Treaty with Portugal, which resulted in Portuguese wines being admitted to Great Britain on payment of a lower duty than that charged on French and German wines, and the Portuguese in exchange undertook to buy British manufactured goods, a large business being done amongst other things in bales of cotton from England.

It was not long before that type of "Port" became a very popular drink in Great Britain as it was found to suit the climate admirably, and business in such wines was not slow to show an appreciable increase.

It rapidly began to take the place of Bordeaux wine as a popular drink in England, and as early as January 1712 we find one John Crooke advertising in the "Daily Courant" as follows:

"The first loss is the best, specially in the Wine Trade, and upon that consideration Mr. John Crooke will now sell his French Claret for 4s. 0d. a gallon, to make an end of a troublesome and losing trade. Dated the 7th day of January, from his vault in Broad Street, five doors below the Angel and Crown Tavern, behind the Royal Exchange."

Another amusing advertisement in the same edition of the paper is worded as follows:

"The advertiser having made an advantageous purchase offers for sale on very low terms about six dozen of prime Port Wine, late the property of a gentleman forty years of age, full in body, and with a high bouquet."

The British "Factors" used to receive orders from their principals in Great Britain to buy stated quantities of Douro and Vianna wine up to a certain price, which they did their best to follow, and they then drew for the amount of the invoice through the Jewish bankers. In those invoices the cost of staves, iron hoops, etc., was charged, but the pipes were made by the British coopers, who initiated the Portuguese into their art, with the result that the Portuguese coopers became and are still some of the finest exponents of their craft in the world.

Perhaps the next incident of note was the formation of the Oporto Wine Company Monopoly in 1755, the year in which a great earthquake did so much damage to Lisbon on 1st November. About this time a great deal of trouble was beginning to occur in the Douro Valley, which prompted a Spanish Merchant, Don Bartoleme Pancorvo, to form a large Company for, he thought, the general benefit of the Port Wine trade, but it aroused the unqualified opposition of the British merchants. The scheme failed and Don Pancorvo died shortly afterwards.

In 1756, however, the ashes of his scheme were relit by the famous Marquis of Pombal, Dom Jose I's Minister, who brought to the Company far greater powers than had ever been conceived even by its Spanish founder. The Company was formed with a view to monopolising the Port Wine trade with Great Britain amongst other things, but the shipments became lower and lower. The Marquis set out to institute all manner of regulations for the Douro Valley, and it will always be to his credit that these included the geographical demarcation of the "Douro District," in which, though other wines were made there, Port could alone be made. The articles of the company were confirmed by a royal decree dated 18th September, 1756, and when the directorate had been appointed new taxes were levied.

The Company was to have a taster, twelve deputies, and a secretary as administrators, and in addition to these there were to be twelve councillors—"intelligent men of the Trade". These positions were occupied by Portuguese subjects, who had at least 10,000 *cruzados* of shares in the Company. The Company was formed not only to control the shipping of Port Wine but to see that viticulture was properly conducted and that the standard of the quality of the wines was high, as by this means it was hoped to increase exports.

In order to protect the quality, the region of the Douro Valley was formed into a demarcated area, but the area suffered many alterations as time went on. It was at first found that the demarcated district was too large, and that because of it a certain number of inferior table wines were included such as *Ramo*, a wine formerly considered fit solely for tavern use in Portugal, or for distillation.

In 1757 the use of manure in the vineyards was forbidden, with the object of producing quality rather than quantity, and prices were raised to compensate the farmers, whilst at the same time the use of elderberry (*Baga*) was prohibited, and it became illegal to blend the produce of white grapes with that of red. In 1760 we also find the Company acquiring the exclusive right to make Portugal brandy. For twenty years the power of the Company was absolute, and as trade and prices improved the temptation to adulterate the wines again proved too strong for some of the farmers, but very heavy fines and punishments were imposed on any who dared to disobey the laws.

The regulations of the Company demanded that all wines for shipment should be made separately, the purpose being to leave the more inferior wines for home consumption. All wines produced in the area were acquired and sold by the Company at fixed prices, which were considerably higher than those ruling prior to its establishment, and in 1772 we find the prices of white wine made lower than those for red wine.

On the death of King Jose I in 1777 and when the Marquis of Pombal withdrew from public life, the rigidity of the laws tended to slacken off, but in the meantime greater quantities of Port Wine had been shipped and the situation in the Douro district had considerably improved.

In 1780 the Company started the prodigious task of clearing the "Cachao da Valleira", the famous gorge of the River Douro, as up to this time the river had not been navigable above this point. The work took no less than twelve years. It is also to the credit of the Company that it introduced the use of oak wood for casks in addition to iron hoops; it encouraged the planting of oak trees and formed a vast lake in which to "season" them in large quantities.

In 1788 a tax of Reis 200 was imposed on every pipe of Port shipped, for the purpose of financing a road-making scheme, as at that time the Trade was in a prosperous condition and able to stand the extra tax.

In the meantime it may be recorded that owing to the development of the American Colonies, ships often visited Oporto and Vianna do Castello for provisions, sometimes exchanging a slave for a pipe of wine, and even Nelson's frigates fetched wine from Portuguese ports for their officers and crews.

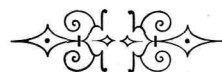
For some years the Company continued to exercise its rights, but after the Peninsula War the trade experienced a period of very bad business. Shippers blamed the Company, claiming that it had abused its privileges, and at last in 1833 after some years of heated dispute we find the Lodges of the Company being attacked by armed men in Villa Nova de Gaia, whilst some of the Lodges were set on fire and the wine flowed down the streets into the River Douro.

Finally in May 1834, when the Liberals came into power, the Company was deprived of its rights, which it had held for 78 years, and after that a period of completely free trade began. Trade went from bad to worse between 1834 and 1838, so Queen Maria II reinstated the Company, though with powers far less than those possessed by it in the former days of its activities, and its new functions involved little beyond tasting the wines from the Douro district and issuing export certificates. At that time trade was small, but the production of the Douro district, which had increased through the years, was vast, and only 40 per cent. of the total production was exported. To help the position the Government subsidised the Company to enable it to buy the surplus wine, which task it performed at good prices, and an annual auction sale was held at Regoa with a view to disposing of the surplus.

As time went on, however, the position became more and more difficult and the Company more and more unpopular, as all the blame for the difficulties of the day was laid at its door, with the result that in 1858 it was wound up once and for all.

The Company during its existence had served many useful purposes, and it may be regarded as unfortunate that in its administration it should apparently have provided so much ground for adverse criticism, which eventually proved its downfall. It seemed popular with only a few, as not only were its regulations considered harmful to British traders, who were unceasing in their protests, but also they were unpopular with the Douro farmers, who with their indomitable courage tolerated every hardship which the Marquis devised for them. The support for the British traders is intelligible, coming from the Douro farmers, as the latter had always regarded the British traders as honest and good friends—so much so, that a common expression in Portugal to-day is still "On the word of an Englishman".

The Company was mainly devised to control the shipments of Port Wine to Great Britain and other European countries, but complaints of its activities, made at the time, indicate that quite apart from serving the best interests of the British wine merchant it did little more externally than limit the quantity of fine wine which could be shipped to Great Britain and this caused unnecessarily high prices to obtain for such wines. One of its more commendable features was, however, that for a great many years it successfully stamped out certain irregularities in the making of the wine which were beginning to creep in, and reference to these will be found in the chapter headed "Baron Forrester" (Ch. 3).



CHAPTER TWO

Early Days in Oporto

"A Cellar without Wine is like a Home without a Woman"

The main history of Port Wine is already written in books other than mine, particularly those descriptive of its earlier days. Even before the beginning of the 18th century we read that it was sold by Public Auction in London at "Sales by the candle", on which occasions it was often customary for parcels to be sold in London Coffee Houses, where the time given for the bidding for a parcel was determined by the time it took for one inch of the auctioneer's candle to burn out, by which time the highest bidder secured the parcel.

In the middle of that century the River Douro was not navigable throughout as it is to-day, and prior to 1780 the "Cachao da Valleira", the famous gorge in the river, was partly blocked by rocks halfway down it, but these were cleared by 1792. When the work was completed the local boatmen showed a definite shyness about making the journey through the gorge, and even to-day it is hardly a trip to be undertaken except in skilled hands, as the currents and approach require a great deal of local knowledge.

In 1790 the "Factory House" in the Rua Nova dos Ingleses in Oporto was completed, the construction being supervised by Consul John Whitehead, the British Consul. The name of the street had been changed from "Rua Nova de S. Nicolao" to "Rua Nova dos Ingleses", it being the custom for the various British merchants engaged in the industries of Oporto to assemble in the street, which was used as a sort of "Market" by them. Before the "Factory House" as we know it to-day was built the site was occupied by three houses, which had been bought by the British merchants for use as a Club and for residential purposes, but these were pulled down in 1786 to make room for the new building. The cost was defrayed by a contribution, demanded by a special Act of the British Parliament, which was paid by all British merchants in Oporto on their exports of wine, oil, fruit, wool, etc. This contribution should not be confused with that which at the time was regularly charged on the freight earned by British vessels leaving Oporto, which was instituted to pay *inter alia* for the upkeep of the British Consul and British Chaplain serving the community. Both contributions were, however, administered through a Treasurer, elected by the British merchants, and the British Consul.

Life in Oporto at the beginning of the 19th century was not without its difficulties, as the city twice changed hands during the Peninsula War, when the French took it, and it remained in their hands on this first occasion from October 1807 until it was relieved by the revolution on 6th June, 1808. Immediately afterwards we find Sir Arthur Wellesley (later the Duke of Wellington) visiting the city on 22nd July, 1808, and it is interesting to note that, when he was at Torres Vedras about 1809, Mr. Sandeman dined with him and expressed the view that up to then the 1797 vintage was the best ever known, and it became as much eulogised at that time as the vintages of 1834, 1847 and 1851 were later. The Duke made his famous crossing of the River Douro at Oporto on 12th May, 1809, which was fortunate for the Port Wine shippers, as, when Marshal Soult's French troops were in Oporto and Gaya, they showed entire disregard for private property to such an extent that British traders felt it necessary to put their Lodges into the names of their Portuguese employees, and shipments, which were small, were not made in British boats.

In August 1826 we find the arrival of the new Governor of Oporto, an Englishman named Sir Thomas Stubbs, who later came to be known as the "Immortal". He had been an old officer of General Beresford's in the Portuguese service, and he became Governor of Oporto during the short Constitutionalist regime, finally being made "Baron Villa Nova de Gaia" by Dom Pedro at the time of the Siege of Oporto (1832-1833). The risks of his office were, however, evidenced by a notice put up in Oporto on 21st August, 1829, saying that, when caught, both the "Immortal" and Saldanha, who was grandson of the Marquis of Pombal and who had also previously been Governor of Oporto, were to be strangled in the Praça Nova, their heads to be cut off after death, their bodies, together with the scaffold used, to be burnt, and the ashes thrown into the sea so that all memory of them should be lost. Fortunately, however, neither the "Immortal" nor Saldanha suffered this grim fate. *En*

passant it is interesting to note that in those days it was apparently the custom of the wife of an outgoing Governor to attend the theatre to take leave of her Portuguese friends.

In October of that year the hearts of the younger British ladies appear to have indulged in a flutter when two old sea captains named Sykes and Ommaney arrived in Oporto in a steamboat from the squadron off Lisbon, bringing with them a midshipman, Lord Frederick Beauclerc, who was a nephew of the admiral. He was about 18 years of age, modest and pleasant, and is reported as being exceptionally good-looking.

The exciting atmosphere of the time may perhaps be gleaned from the following letter, written by Mr. Archibald Cockburn to his father, Mr. Robert Cockburn, founder of the firm known to-day as Cockburn Smithes & Co. The letter is dated "Oporto. 31st January, 1827", and the original was presented by the author to the British Association, Oporto ("Factory House"):

"My dear Father,

In writing last week to David Davidson I mentioned that 1,500 of the faceiosos had again entered Tras os Montes: no action took place in that quarter, and up to yesterday at midday everything was quiet, when suddenly it was reported that Colonel Zagallo, the Commander at the Pass of Salamonde, had entered the Town, having been completely defeated. After an hour or two of uncertainty it was made public that on the morning of the 29th he had been attacked by 2,000 of the rebels and driven back. The Pass is almost impregnable, but he had advanced beyond it: he had only 300 or 400 men, part of them continued to run like their Colonel, and actually began to arrive in small parties last night: the remainder are said to be half way between this and Braga.

After abundance of tremendous reports it is ascertained that at 12 last night the rebels had *not* reached Braga. There are no troops here whatever, and the Marquis de Angeja, when last heard of, was at Villa Real, but a courier was sent to him from Braga, whenever the attack was heard of, and to-day it is reported that part of his troops have reached Amarante.

From the suddenness of the intelligence people are in a complete panic and with still less reason than before. There is very little probability of the rebels coming to Oporto, even supposing Angeja to be at Villa Real instead of Amarante, as by doing so they would be completely entrapped. Stubbs could easily prevent them crossing the river, and Angeja with a superior force would intercept their retreat. And of course, supposing them to enter, with a British Army in the Country, British property and persons must be more respected now than ever: the families in such a case would be removed to Villa Nova, where they are in perfect safety.

The probability is that before advancing, Magessi, who commands the Division that beat Zagallo, will endeavour to raise the Minho as Silveira formerly did Tras os Montes. This of course is a work of time: it is not known at present, either what description of troops he has, or how many. Two detachments of the British troops left Lisbon some time ago: we have not yet heard of their reaching Coimbra, nor indeed of their passing Villa Franca.

Domingos expected last week to have been sent off to make the provas on the 3rd or 4th of February: of course they are now postponed. Mr. Roope's Quinta being on the Vianna road, his family came to the Rua Nova this morning and will remain here till the question is settled, or, if necessary, remove to Villa Nova.

Robert Cockburn
7 Atholl Crescent
Edinburgh."

Mr. Archibald Cockburn addressed a second letter to his father on 3rd February, 1827, as follows, the original of which is also now in the possession of The British Association, Oporto:—

"My dear Father,

I take the opportunity of the Oporto sailing tonight to tell you the state of affairs here. The rebels, it is now ascertained, amount to no more than 1,600 men, all regular troops, under the command of Magessi and Cardozo: they have been advancing but slowly:

the night of the first their advanced guard was in Villa Nova de Famalicao between this and Braga: they had occupied Guimaraens, but left it again: they have also sent a small party into Vianna.

Stubbs has been collecting men from various quarters, and is now supposed to have somewhat more than 1,600, of whom, however, not above half are regulars, the rest Militia. He has got up defences round the Town, but there is little chance of his having to use them. The Town being, however, secured in this way, Angeja is endeavouring to get in Cardozo's rear: in the meantime we are kept in rather an unpleasant suspense, but from the great superiority of the Constitutional forces there can be no doubt as to the ultimate result, unless the rebels retreat upon Galicia, and in another day that will probably be cut off.

On the night of the 1st the positions of the Constitucionaes were, Angeja at Pamas or Famas between Amarante and Guimaraens, Villa Flor at Lixa in the same direction, and Correa de Mello with a considerable detachment a league to the North of Penafiel so as to cut off their retreat to Tras os Montes. Nothing further is known with any certainty, but it is believed that Angeja and Villa Flor had joined and entered Guimaraens. This morning it is reported they had got to Braga, but that is unlikely. Nothing whatever is heard here as to any advance of the British troops, which is rather unaccountable.

People of course are very much alarmed, and with very little reason: probability is greatly against the enemy even attempting an attack, as you may see from the statement I have given you. If they should succeed by any chance, there is little reason to fear any tumult, as they have no guerrilhas, have many friends in the City, who would be the first to suffer from the mob, and have the fear of British troops before their eyes.

Villa Nova of course is safe, even if the City were surrendered, and large quantities of goods have been sent across, which is all very well in case of necessity. The British vessels, ten in number, are moored opposite the Torre da Marca, inside the brigs of War.

All the British families are prepared, in case of necessity, to retire either to Villa Nova or on board the merchantmen, but affairs being expected to settle again so soon, no-one talks of going to England. Mr. Roope, who is always very anxious, last night on some report or other sent his family on board one of his vessels, very unnecessarily: no-one else thinks of moving, unless they advance a good deal nearer: Mr. Harris, a l'ordinaire, is in a ridiculous fright, more laughable even than last time.

I have your letter of the 13th ult. I shall send you a file of the "Imparcial" the best paper published here, the "Carta Constitucional" and anything else I can pick up. You ask who Stubbs is: he was in the British Army formerly, preserved his situation in the Portuguese Army by having changed his religion: he is now third or fourth in seniority and much respected. He has behaved here with great firmness and activity, and Claudino, who is in disgrace at present for various parts of his conduct, would probably never have kept his post at Amarante, had he not been, as it were, kept to his duty by the manner in which Stubbs seconded him. The Portuguese like him, and moreover, seem to think his name sounds well: the *Immortal* Stubbs, some of the newspapers once called him, and among the Ingleses the *Immortal* is his general appellation: he has been repeatedly at the Factory House, and appears at most of the parties.

It was generally believed some time ago, that he would be the Portuguese Commander-in-Chief. General Pamplona is at Lisbon in bad health. The vessel is dropping down the River, so I must conclude, and remain, my dear Father,

Robert Cockburn
7 Atholl Crescent
Edinburgh
Nth. Brit."

Your very affectionate son
(Signed) ARCHD. COCKBURN.

Further reference is made to the activities of the rebels in another letter written by the same gentleman to his father from Oporto under date 28th February, 1827, the original of which the author also gave to The British Association, Oporto: it reads as follows:—

"My dear Father,

I find on looking back I have not written home since the beginning of the month, and am somewhat ashamed of myself. However, for the last two posts I have an excuse: on hearing that the Headquarters of the British troops had been advanced to Coimbra, Mr.

Teage and Major McCrohan determined on riding down to see them, and asked me to be of the party: thinking that you would rather approve than not of my taking advantage of so favourable an opportunity of seeing the country and Coimbra, and also of seeing an Army in this way among foreigners, I agreed to go and we started on the 16th. Charles Roope also went.

We reached Coimbra on the 17th. You recollect the scenery, I suppose, and may imagine how much I enjoyed it. You may recollect the road over the hills four leagues South of this, looking towards the mountains on one side and the Lake of Ovar on the other. You may also recollect the views on the Voga. The weather was delightful.

We spent two days in Coimbra, saw the troops, University etc., and were back in the Rua Nova on the 21st. I shall give someone at home all the details by the first vessel for England. I declined going at first, being doubtful, but afterwards, considering how much I should see and how easily, I accepted. I hope you don't disapprove of this. I don't suppose you will.

I found on returning my Mother's letter of the 18th January, and shall write to her next post.

Teage, who was paymaster during the trip, has not yet told us the exact amount of our expenses, but I can guess pretty nearly: my share and hire of horse will be somewhat more than five moidores.

Three days ago there arrived here a Mr. W. H. Robinson, belong to the Commissariat. He called on me, introducing himself as a relation of Mrs. George Graham's. I had never heard of him before: who is he? He is a young man and agreeable. He comes here to collect supplies for the troops at Coimbra: he dined with us on the 26th and Mr. Greig has introduced him at the Factory House.

Everything here is quiet except that the upper part of Tras os Montes is still in the hands of the rebels, but Villa Flor has reached Villa Real and Correa de Mello is in Chaves. Still though with superior force and every advantage these "briosos Constitucionaes" are allowing the rebels to play hide and seek with them, back and forward. It is reported to-day, that they are upon the Douro, and unless more effective measures be taken, there is an even chance of their again making a push in some direction.

The amount of the killed in the two great battles beyond Braga was 25 of the rebels, of the others none: about 200 prisoners have been brought in here, on their way to Lisbon. A good many Constitucional Spaniards have come into Portugal—in Oporto there are between 50 and 60 but no Officers as far as I have seen or heard: it is reported, that Mina is in Lisbon. We don't expect any of the British troops here.

When the newspapers etc. are sent out, Mr. Greig will be obliged by your sending "Evans Religious Denominations" bound, and Teage has asked me to get for him the first Volume of "Alison's Sermons"—the second he has already. A Pocket Map of Portugal is not to be had here, and would be very acceptable. What is the Rowchester about?

I remain, my dear Father,
Your very affectionate son
(Signed) ARCHD. COCKBURN.

Since I wrote in the morning Mr. Greig begs to add to his commission the third Volume of "Dugald Stewart's Elements", when published in Octavo. The Roopes are leaving the Rua Nova to-day for Carvalhido—they have been here ever since the last alarm.

Robert Cockburn Esq.,
Messrs. R. & J. Cockburn & Co.,
Leith,
North Britain."

The trip to Coimbra mentioned is described in more detail by Mr. Archibald Cockburn in a letter he wrote to Mr. Thomas Tod of Edinburgh on 6th March, 1827, the original of which the author also presented to The British Association, Oporto; it reads as follows:—

"Dear Tom,

I see it is now two months and a half since I received your letter, and ought, I believe, to be heartily ashamed of my laziness—indeed I am in many instances besides this, for since coming here, thanks to the climate I have grown so soft, or, as Aunt Margaret would

say, so fisenless, that I am quite angry with myself: you must not suppose, however, that I have at all less pleasure than I used to have in receiving a letter or writing one, when once I begin.

I made a trip to Coimbra lately, and in writing to my Father last week said I would give someone the details, so now I shall proceed to relate our adventures. The party consisted of Major McCrohan, a terrible Irish name—pronounce as Macrone—an old Officer, who served in the Portuguese Army during the War, tells a good story, and is a very pleasant companion: Teage, who is a younger man, seven or eight and twenty, Charles Roope and myself. We started on the 16th January, Roope and I on hired horses, tolerably good, Teage and McCrohan on their own steeds, their servants on mules, a baggage mule for the party, and two arreiros, that is muleteers.

My horse had a fancy for kicking, and for the first two hours kept me in fear of my life—indeed it was the roughest lesson in horsemanship I ever received. Roope's horse too had a knack of striking out with his fore feet, and McCrohan's animal is an experienced biter: however, by dint of working them hard we got on without accidents. We dined at St. Antonio d'Arifana, and at 6 o'clock got into Albargaria, where we slept, 9 leagues (35 miles) from Oporto.

The scenery almost the whole way was beautiful, and we crossed some rather high hills, which after 8 months of lowland was perfect luxury. Teage and I walked a good deal: the inn at Albargaria is kept by two padres, and dirty as it is, is better than usual in this Country, so we got on pretty well and though smartly bitten, it was not beyond endurance. Having our own provisions with us, I amused myself in the kitchen watching the cookery, which is dirty enough certainly.

We started next morning at 6 and breakfasted at Sardao: as far as this the country is beautiful, but the rest of the way is tamer, the country being rather flat and covered with black Olive trees. We passed within a league of the field of Bussaco, which Teage and I wished much to have seen either then or on our return, but the others did not seem to wish it. The soil is poorer than about Oporto, and the people much dirtier: the roads the whole way from Oporto to Coimbra are admirable for riding—indeed a gig might go most of the way. We halted for an hour at Mealhades, and at 5 o'clock got into Coimbra.

The sight of the troops, as you may imagine, was extremely pleasant: Teage, who has been in the Country for a long time, was quite in raptures. The Town seemed full of them, though afterwards we found only 1,700 had arrived: 600 more came in next morning—there were the 6th, 10th, 23rd, and 60th Foot, and half of the 10th Hussars.

After seeing only Portuguese faces for eight months the contrast of national appearance was very striking and in point of size, make, and most particularly cleanliness was much in favour of the British: in point of face the Portuguese seemed to me to have decidedly the best of it. Their faces have more expression, their eyes being almost invariably good, and though dirty, their features are generally well formed. The British looked so white-haired too, and so beardless that indeed the Portuguese laugh, as they call them "rapazes que nao tem barba", which my Father will explain to you.

We passed two days in Coimbra, seeing sights, the University of course being the principal point: there are generally from 900 to 1,200 students: this year there are about 1,300: their dress is rather handsome, a long black tunic reaching the knees and fitting rather close, silk stockings, and over all a black cloak. They have small black caps, but even at this season most of them had their heads bare. Major McCrohan had an introduction to one of them, a Mr. Kopke, who showed us the lions. We did not hear any Lectures, but from the account he gave us the system is as bad as possible: there are only eight classes, each Professor having on his hands the work of two or three.

We saw the Museum, which is very scanty, the Zoological collection in particular, and as far as I could judge by no means well arranged. The Shells were better, but scanty. You may tell my Mother I observed an uncommonly fine Wintletrap (*turso scalaris*). There is a curious collection of specimens of Woods: the keeper refused to show me the collection of Dried Plants, and at last confessed, that the drawers were nearly empty. There is a large quantity of mechanical models and chemical apparatus, but with a small proportion only of serviceable experimental instruments. There were a great many that seemed antiquated and useless, and a good many were toys.

The Library is not large—they said 60,000 volumes, but it certainly appeared much less. It contains scarcely a modern book, that is of 20 or 30 years past, and all that I could see were Law, Medicine or Divinity. The Observatory was shut, but we were given to understand that there is little to be seen except the view from it, the French having carried off everything they could make use of: the French indeed seem a standing excuse for every deficiency, like the "great fire at Wolfscann" with Caleb Balderston. The buildings of the University are plain, but in the interior very well furnished.

The Botanic Garden is very extensive, and large sums have been spent on terraces and railings: the collection of plants is miserable—very scanty and altogether neglected: here also the French bear the blame: there is but one diminutive greenhouse and no hothouse whatever. The Town of Coimbra is very ill built and very dirty, but the scenery round it is beautiful.

We started again on the 20th, and returned as we went, in two days, but under a torrent of rain most of the way. Luckily we were all provided with cloaks, so it did not much matter.

9th March. I can find very little to tell you of what is going on here, as for some time past things have been *rather quiet*: reading a little, working a little, walking a little, and playing Billiards not a little: in the evening, at Mr. Roope's twice or thrice a week, or at the Opera House, when there is one, and every now and then a bachelor's party, and this round over and over, ad infinitum: luckily the round is a very pleasant one. The Roopes lived next door to us for a month lately: now, however, they have gone out of Town again.

At the Opera House we had "Otello" lately, which is magnificent, and this being Lent, we are to have two serious Operas in a few days, "Cyrus in Babylon", and "Moses in Egypt."

A Transport with Artillerymen on board was lost at Vianna on the third: the men arrived here yesterday, their Officers dined at the Factory House, where there is a dinner once a fortnight—this happened to be the day. Tonight they go to a party at Mr. Noble's, tomorrow to Mr. Roope's, on Sunday to the Governor's, and on Monday they march for Coimbra, so they have no reason to complain of want of attention.

13th March. There has been a violent gale, and at Mr. Noble's party we heard of the "Oporto", an old trader here, being wrecked at Villa do Conde: two clergymen were on board, Army Chaplains, one of whom, poor man, lost his wife: a servant boy was also drowned, a French servant girl belonging to Mrs. Hely, and five seamen. The survivors have arrived here, the clergymen are living with the Consul—the one who lost his wife is a Mr. Dennis.

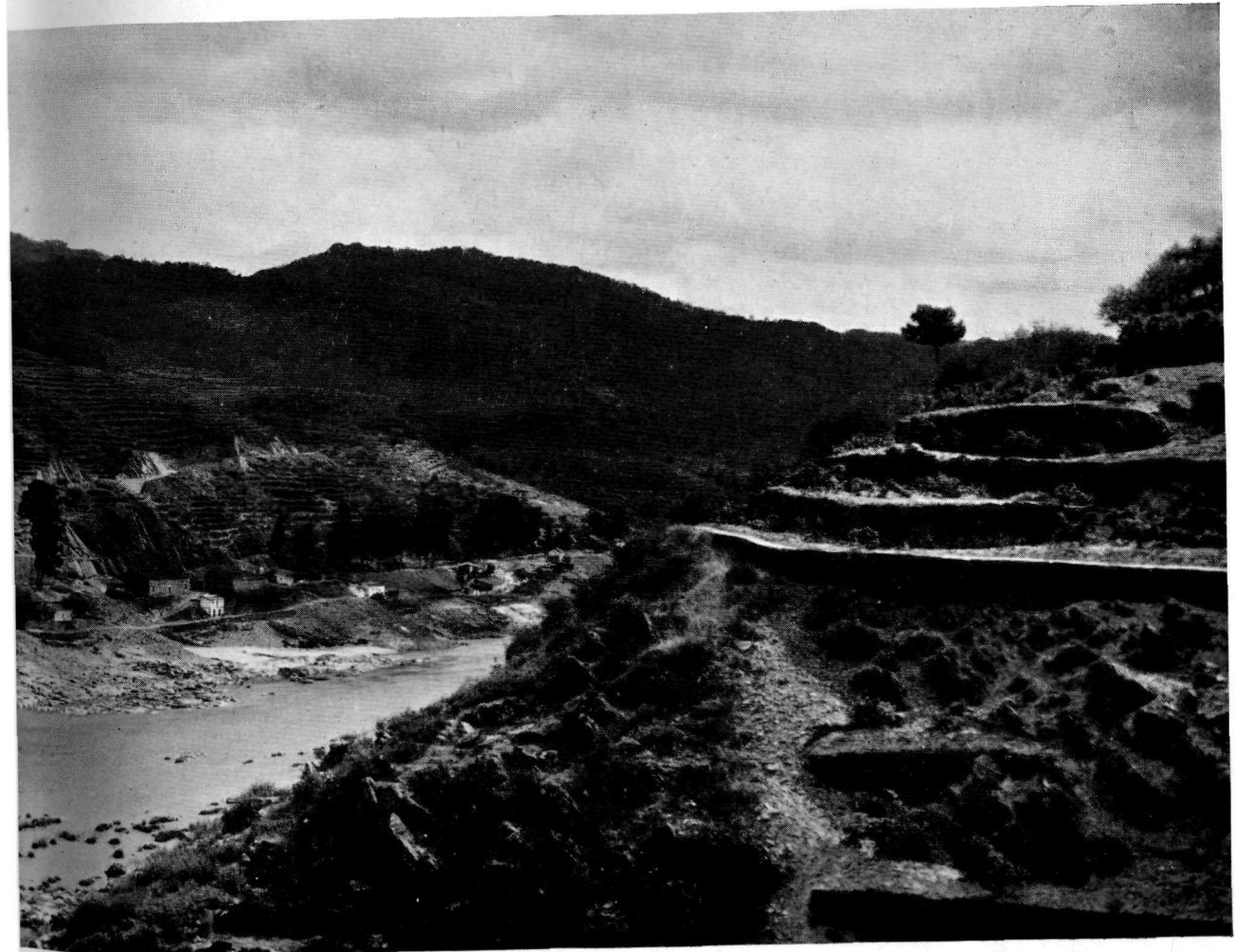
The Artillerymen, who were wrecked, marched yesterday: a Mr. Robinson, an Army Commissary, who has been here for a fortnight past, also went: he is an acquaintance of the Grahams—I believe a relation of Mrs. Graham's: he is the only person from the Army, who has appeared here as yet, but whenever things are settled, we shall probably have Officers pretty often on leave of absence, which is all very well, provided none are quartered here.

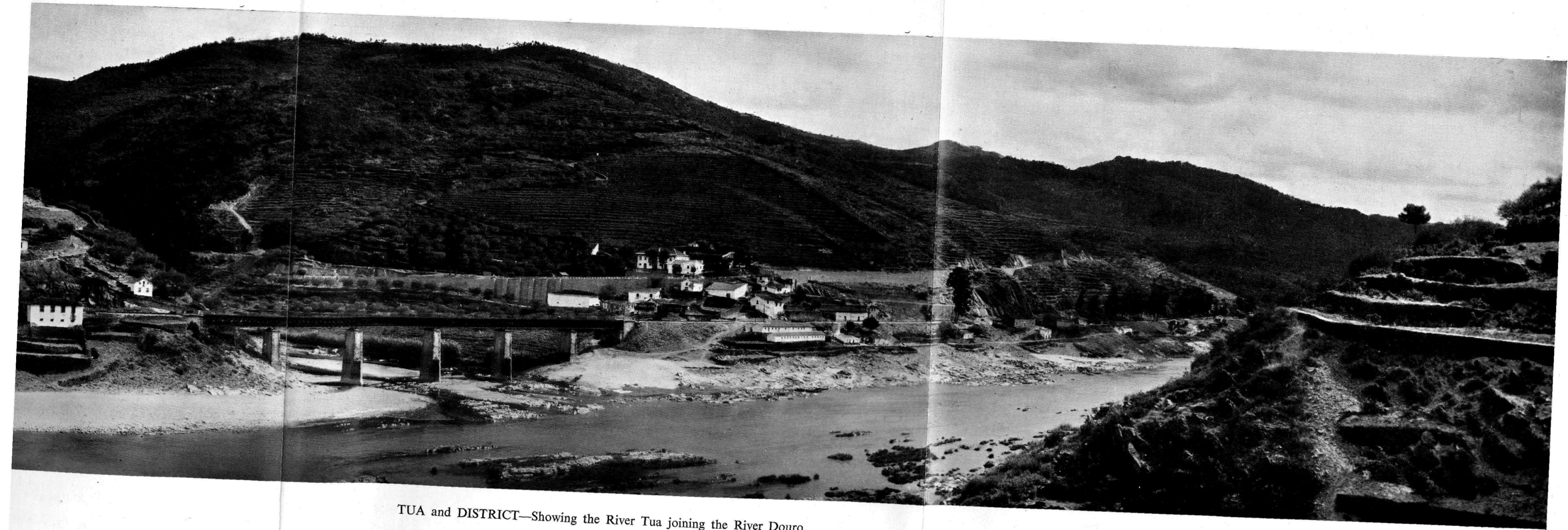
On account of Lent we have had a *sacred* dance at the Opera, the Italian dancing girls figuring as Saints, Angels, etc. and talking very quietly with the Devil, *in propria persona*, after which they gave us a peep of the joys of Heaven, Angels, Cherubs etc. going round in a ring.

The Empress of Brazil has chosen to die just as the hot weather is beginning, so for the next three months we must broil in black clothes and other three in half mourning. The Opera too will cease for some time. Luckily we go up the country soon, so we shall escape one month of it—we expect to go in three weeks.

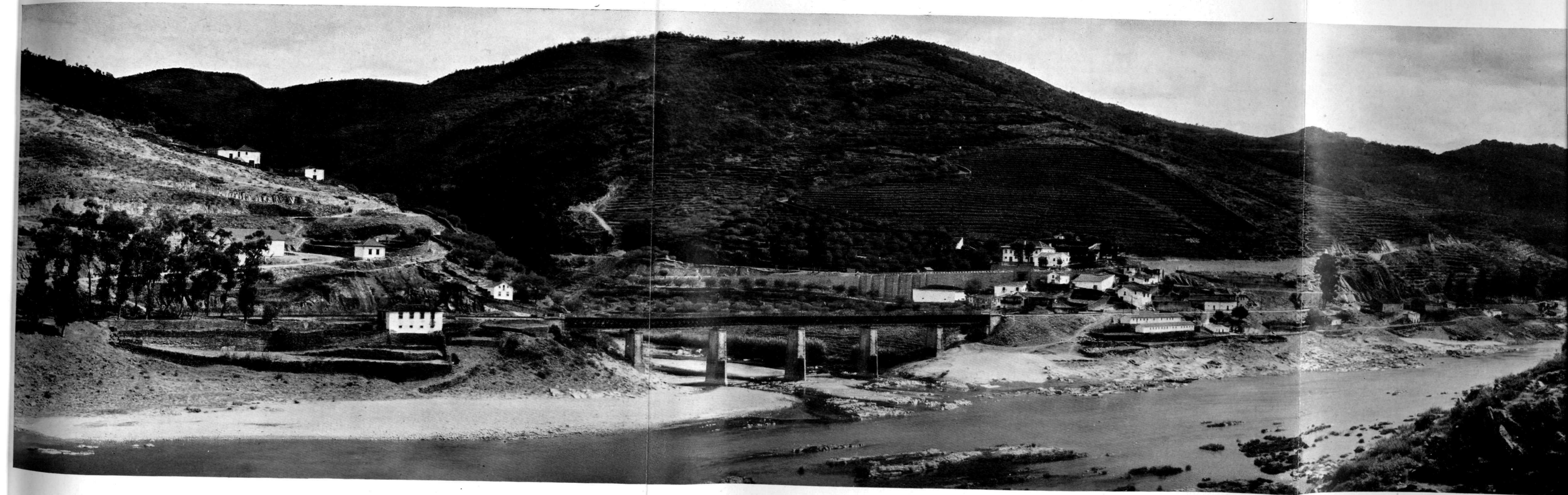
I had a letter some time ago from Robert Allan, which was a very agreeable surprise, as I had taken it for granted, that everyone but relations had forgotten me long ago. I mean to write to him in a few days. To judge from his letter he has not sacrificed much to the Graces, while in Germany. Tell me about him and all that set, and give me as much Town news as you can. Remember me very affectionately to your Father and Mother, and to Helen, and to all in Atholl Crescent, and

Believe me, my dear Tom,
Very sincerely yours,
(Signed) ARCHD. COCKBURN.





TUA and DISTRICT—Showing the River Tua joining the River Douro.



TUA and DISTRICT—Showing the River Tua joining the River Douro.

Pray return good for evil, and write to me as soon as you have leisure.

The goods saved from the "Oporto" are to be sold tomorrow at Villa do Conde, and I have just agreed to make one of a party of young ones, who are going to ride over in the morning and return at night. The weather is beautiful, and we shall be a very merry party.

Thomas Tod Esq.,

66 Charlotte Square, Edinburgh, Nth. Brit."

In those days it will be seen that life in Oporto was very different from that of the present day, and the British colony there found their amusements in ways which to-day would seem very "old-fashioned." Most people spent their leisure in studying the Arts, amongst which instrumental music was by no means the least popular. The Opera House was well patronised, whilst the News Room, Billiards Room, and Library at the Factory House provided a good deal of opportunity for spare moments and were very much more used than they are to-day. After dinner it was the fashion for the entire British community in the summer to go to St. John's, where they paraded on what was known as the Praça, usually up to their ankles in gravel, after which it could only be regarded as a quiet evening, if someone did not provide a more or less impromptu party about 8 p.m. or 9 p.m., at which music, cards, and conversation were the principal attractions. Such functions were attended in day dress, but there was no shortage of more formal parties with dinners and dances.

Fishing was popular at the time amongst the more sporting fraternity, though it was difficult to buy good gut in Oporto, whilst at other times the British community found outdoor recreation by going up the river in large parties from the Factory House, some 36 souls usually filling four boats for the outing.

It may be noted that in 1831 the famous Baron Joseph James Forrester, who was born at Hull in 1809, arrived in Oporto, and not the least of his abilities was painting, Louis Daguerre after about 10 years work with Joseph Niepoe not having produced his photographic "negative" until 1839. The Baron painted his famous picture of the Rua Nova dos Inglezes in 1834, when he was 25 years old, and later produced his two well known maps of the River Douro and its wine country, the district covered ranging from Vilvestre on the Spanish frontier to S. Joao da Foz. Further particulars of these maps are given in the Chapter "Baron Forrester." (Chap. 3.)

It will be seen that he arrived in Oporto just in time for the siege of Oporto and the war between the two Royal brothers Dom Pedro and Dom Miguel, which is so informatively described in the book "Siege Lady" by C. P. Hawkes and Marion Smithes.

As the years passed there were great improvements in the method of travel which had previously been fraught with difficulty. In 1851 there was no proper road between Lisbon and Oporto, and the trip had to be made from Oporto by horse, the route taking one through pine woods infested by brigands. On one occasion the journey of 185 miles was made by some on foot, but the normal means of visiting Lisbon was by a paddle steamer called the "Porto", and it is on record that Mr. John Allen lost his life one day, when the boat was trying to return to Oporto, owing to rough weather—a disaster which caused the formation of the Oporto Royal Humane Society, which invested in a lifeboat. In the seventies it was by no means unusual to go to Lisbon from England by the "Royal Mail" boats, though it was necessary to hire a boat to reach the quay from the steamer. The Central Hotel in Lisbon was much favoured and comfortable, its visitors comprising persons of all nationalities. Lunch was served at 11.45 a.m. and consisted of fish, steaks, pigeons, fruit and wine. It seems that the hotel did not boast a bath at that time, but an admirable substitute was found in a douche bath place about $\frac{3}{4}$ mile away. The walk thereto necessitated the passing of an old-fashioned prison, the cells of which were open to the public view, whilst the prisoners were protected by bars of iron across the windows on the ground floor, through which they would extend their hands and ask for money.

The night train for Oporto left Lisbon at 8 p.m., which was convenient, as a table d'hôte dinner was served at the Central Hotel at 6.15 p.m. The train stopped for half an hour at midnight for further refreshment of the travellers, who were supplied with soup, steaks and wine, which apparently enabled them to arrive at Oporto at 7.45 a.m. in the best of form.

It is doubtful whether Oporto as a city would have appealed to the more modern minded of to-day, as in the light of present conceptions the streets could hardly be considered deeply interesting. The shops had no windows, though they boasted doors, but there was little to

be seen inside in the display of goods for sale. In the rural villages it was by no means unusual to see very small children running about without any clothes at all, but in Oporto itself amusement was found both in "José's", a popular bar in the Rua dos Inglezes, whilst a more elaborate meal could be taken at Gomes' Restaurant, where beef steak, potatoes and white beer (as "Bass" was called) were served for 200 Reis (10d.).

Another interesting feature of the earlier days was the commencement in the Port Wine trade of the eminent firm known to-day as Messrs. W. & J. Graham of Oporto, Shippers of "Graham's Port", which was founded by Mr. John Graham in 1826, though the firm had been established for many years before that in the dry goods trade of Oporto, and it is recorded that it often took wine in payment for goods sold in the Douro district.

The siege of Oporto had, of course, caused a serious disruption in the normal life of Oporto, but we find much being done by the British residents in the way of distribution of bandages, medical supplies, etc., under the able guidance of Mrs. Dorothy Proctor, wife of Mr. John Proctor of Messrs. Knowles, Proctor and Bold. The usual dinners at the Factory House had perforce to become a thing of the past temporarily, but on 4th September, 1833, the members of the Factory House once again dined together for the first time since the siege began, although the building had suffered much externally from shell fire.

In the early middle of last century the British community held its Church services in the ballroom of the Factory House, but before that the British residents used to meet for a service in the private house of one of their number either at Campo Pequeno or in the house of Mr. John T. Smithes at Campo Bell, "Church Parade" curiously enough being held before the service. In the early days the British merchants had built their Wine Lodges in Gaya, because the land was cheaper than in Oporto and there were no barrier dues.

If a diversion may be made from the early days in Oporto to more recent times about 40 years ago in London, it is interesting to note to what extent life in the City of London has changed in some respects in so far as the wine trade is concerned. At that time it was customary for the entire staff of most of the leading wine firms to wear tail coats and top hats as opposed to the less decorative apparel commonly found to-day, and in the whole conduct of business there seemed to remain a certain old-fashioned atmosphere of bygone days. The author looks back with many happy memories to his earlier days in the Port Wine trade in the London office of the firm, in which he was later destined to become Governing Director and Chairman, starting as he did and as was then the custom in many firms as the "Office Boy."

For those that lived in London the journey to the City was commonly made by the "District Railway", or, as it is called to-day, the "Underground" but prior to the days when the service became electrified the steam trains were composed of old-fashioned railway carriages, none but wooden seats being provided in the third class, which were lit by a dim light and usually filled with smoke from the tunnels, the journey being brightened up by a mechanical device in the centre of the roof of the carriage which with a spasmodic jerk between the stations lowered a notification of the name of the next station.

Thus arriving at his office our "Office Boy", smelling of tunnel smoke, settled down to his duties of many menial sorts. His first Monday morning remains in his memory as the occasion on which he was introduced by the manager to a plethora of ink bottles, which it was his task to fill. Standing by their side were three vast flagons, which he had hoped might contain Port Wine for his personal refreshment, but which in reality contained "Writing Ink", "Red Ink", and a curious mixture, previously unknown to him, labelled "Copying Ink." This last seemed worthy of first consideration, and although the vast flagon normally required the services of several office boys to lift, with an unparalleled deftness the author contrived to raise it over the various ink pots and watch its slow flow of a slimy liquid of a dark frog-spawn verdure. Those ink pots became almost personal friends in time, as not only the members of the staff but all the partners each had their particular set of three ink pots, severally destined to contain its particular sort of ink, and one of the most heinous villainies that the office boy could perpetrate was either to confuse the rightful owners of the pots or fill them with the wrong sort of ink.

Physical strength seemed the first requisite of a good office boy, as in addition to balancing gigantic flagons over the vent of small ink pots it was his duty to transfer from the office safe to the "counting house" ledgers and other such tomes, so huge that they must have been regarded as factory masterpieces. Under an elderly Scottish manager, postage stamps were things to be used sparingly, but it was difficult to understand the economy of wearing

out the office boy's shoe leather by sending him daily on messages to the more distant confines of the City when a 1d. stamp would have served the purpose admirably.

The emoluments for these services were not high, though no doubt considerably higher than the true worth of the office boy, and one of the greater problems in those days was to find a haunt at which a suitable lunch could be obtained within his means. As the years passed by the emoluments were slowly increased, and our office boy eventually rose to the giddy heights of being able to patronise one of the less expensive real "Restaurants" of the City; in this the service was provided by waitresses, who were apparently employed to talk to each other all day, but one of them, who was the possessor of a more elaborate "figure" than the others, deigned to parley with one of the regular customers; her courtesy, however, in time brought her a certain disillusionment, as she was heard to remark to another waitress, when her admirer had left, "You know, it ain't m'love 'e's after—it's m'shape!"

In those days offices normally closed at 1 p.m. on Saturdays, but this did not mean in practice that the staff could always rely on leaving much before 4 p.m., and it was the task of the office boy to spend most of Saturday morning visiting the slower payers of the firm's clientele and demanding money from them in settlement of their debts, but in this practice of "Collection" it was not uncommon to be greeted by a tiger of a customer, who strongly objected to being dunned in this way, and there were frequently occasions on which the tact of the office boy was severely tested.

With only a few firms in those days was it the custom to allow members of the staff a "Saturday Off", and in busy times the hours of duty were considerably longer than to-day, as firms were less "organised" and luxuries such as typewriters and telephones were not used as extensively as to-day. In the more old-fashioned firms letters were copied by hand in the "copying press", which squashed the ink of the letter on to the leaves of one of the many vast tomes to which the office boy felt so intimately related, but if he should smudge the letter in the process the wrath of the partner, who had written it in his own fair hand, was not slow to descend upon the head of the miscreant.

The payment of customs duty was a task fraught with possible danger, as it was not then the custom to pay such sums to His Majesty by cheque, and the task involved the office boy carrying vast sums in bank notes through Billingsgate to the Custom House. To those that admire the odours of fish, Billingsgate no doubt has its charms, but on a really hot summer day they were hardly calculated to add to the enjoyment of the "Office Boy", whose eyes developed a sort of cautious glance at all angles, as he waited for a possible robber to relieve him of his temporary wealth en route.

Many of the famous old "Chop Houses" of the City still existed at that time, where the customer would select his chop or cutlets uncooked and discuss with the chef the manner in which he preferred them grilled; and apart from such service the quality of the food sold stood above that served in an ordinary restaurant. But life in London was so different in those days in many ways before the advent of the taxi and the electric railway. To obtain a hansom cab, two blasts on a whistle were made from the front door step, whilst one sufficed to produce a "Fourwheeler" and three a policeman! In cases of illness it was by no means uncommon to find straw laid along the street for some distance in front of the house of the invalid in order to prevent the noise of passing traffic, and the Muffin Man, the Punch and Judy Shows, and the May Day street performances all played their part in the life of the residential districts. With it all there seemed a homely comfort, which no longer exists, though disputes were prone to arise with the unemployed men, who haunted the railway stations and ran behind or at the side of the cabs for astounding distances in the hope that on arrival at the house they would be allowed to earn a few pence for carrying the luggage indoors.

Now that is all changed, and somehow it seems a pity!

CHAPTER THREE

Baron Forrester

"Give strong drink unto him that is ready to perish, Wine unto those that be of heavy hearts."
—Proverbs Ch. 31, v. 6.

Baron Joseph James Forrester of Messrs. Offley, Webber and Forrester started his life in Oporto in 1831 at the age of 22 years, and he was not slow to make a name for himself in the industry. His popularity increased or waned according to the subject matter of his activities at the moment, but amongst other things he will always be remembered for his great fight against what he conceived to be certain gross irregularities in the making of Port Wine and in which he professed to see the ultimate extinction of the trade.

Since 1756 the Port Wine trade had been administered in Portugal under the aegis of the Monopoly Wine Company, the "Companhia Geral da Agricultura dos Vinhos do Alto Douro" of the Marquis of Pombal. It arose largely as the result of complaints received at the time of the adulteration of Port Wine in its making. Amongst its other activities it set out to prevent this, and it is on record that a "wall of brass was erected against the Publick Calamity". On this score it is interesting to observe that the later complaints of Baron Forrester were almost identical to those which caused the formation of the Company, but he became a severe critic of its administration and the lax period which followed its temporary demise in 1833.

Whereas "adulteration" was practised for a few years after 1834, it was not long before it became a more regular practice and created a considerable stir in the industry. From 1836 to 1839 there was little inducement to counterfeit wines of the wine district proper, as the vintages of those years were all inferior, but this failed to deter speculative interests in the trade, who during those years introduced into Oporto and Villa Nova de Gaia wines from every part of the kingdom, and by blending them with elderberry juice (*Baga*) and sugar they greatly contributed to the diminishing of the credit of Port Wine in the British Isles, whilst at the same time causing their own bankruptcy and failure. The vintage 1840 was good in the Douro district, though that of 1841 was a failure, but by 1842 the effect of the speculators' activities was beginning to be seriously felt. They made it their practice to introduce inferior wines from the Bairrada and Anadia, which they blended with a quarter or third of Douro wine, finally christening the result with the names of famous vineyards, from which they had bought very little. The wines so blended appeared at first black, full, and mature, but a few months later they degenerated to such an extent that the more brandy they were given the more they lost colour and body, and on finding this the speculators proceeded to make artificial "Geropigas" in Villa Nova de Gaia, which abounded in everything except the juice of the grape.

Large quantities of these wines were shipped to England, and it is hardly surprising that after remaining on hand for some time they should have had to be sold to the discredit of Port Wine generally. Even as late as 1844 there were still a certain number of speculators on their sure road to ruin from these practices, but in the meantime large stocks of their adulterated "Port Wine" had been accumulated in the Lodges at Villa Nova de Gaia. During these years business in the United Kingdom generally had fallen to a low ebb with a consequent fall in prices in Portugal, and it was not long before wines had accumulated so heavily in the Douro district owing to the congestion of inferior blended wines in Villa Nova de Gaia that prices of Douro Wines fell to such a low figure that the products from the Bairrada, etc., could no longer compete with them.

The deterioration of these inferior wines in England created a demand for stouter, darker wines to blend with them. As the British wine merchants found, there was a trade to be done by buying parcels of the inferior wines at ridiculously low prices and blending them as described, for sale to a certain class of customer. Thus it will be seen that at this juncture the better class Douro wines were hardly met with in Great Britain, with the result that Port Wine was abandoned by many of the more noble and more respectable families in Great Britain altogether.

This demand for darker, sweeter wines formed the impression in the minds of many Douro farmers that the type of Port required in Great Britain had changed, and supported as they were by the Oporto commercial interests they began to feature such wines.

They did this partly by the extensive use of Geropiga, elderberry, sugar, etc., but also by grafting their vines with different varieties in order to impart greater colour to the grape, the colour of Port Wine being derived from the pigments in the skin of the grape. Prior to this, when "Port" had been a "natural" wine, its colour had taken second place to the more important features of flavour and high aroma.

Such was the position in 1844, when Baron Forrester became deeply disturbed at the outlook for the industry, and he put up a spirited fight to ensure that "Port" should remain the wine that it had always been, and to secure the abolishment of wines made with brandy, elderberry, sugar and Geropiga.

At the same time it is doubtful whether the Baron took much exception to the addition of small quantities of brandy after it had been made for helping storage and like purposes, but it is clear that he was adamant against its use in the actual making of the wine.

He opened his campaign by inviting to dinner at his Quinta at Pezo-da-Regoa on 8th October, 1844, the following gentlemen:—

- a. Viscount Santa Martha, ex-Commander-in-Chief of the Portuguese Army.
- b. Lieut. General Lacerda, President of the Association of the Agriculturists of the Douro District.
- c. Colonel Owen, late Major of the 7th Hussars and Portuguese service.
- d. The Presidents of the Municipal Chambers of Santa Martha and Sabroza.
- e. The Directors of the Councils of Santa Martha and Pezo-da-Regoa.
- f. Several other Civil Authorities and persons of consideration in the Province.

The only wines served at the dinner were those made in the old-fashioned way, as advocated by the Baron, and it is recorded that the function was attended by "The Nobility, Wine Proprietors, and Publick Authorities of the Wine District of the Alto-Douro."

After dinner Viscount Santa Martha rose to deliver a speech in support of the views of Baron Forrester that Port Wine should by compulsion remain as of yore without the introduction of "adulterations". The Baron then elaborated his views to the company, explaining that, whereas there had formerly been laws and restrictions prohibiting the entry into Villa Nova de Gaia and Oporto of any wines which were not of the Douro district, the exporting houses in their desire to meet what they conceived to be the British demand had amassed stocks of wines from the Bairrada, the earthy taste and want of colour and body of which were easily made up and disguised in the hands of speculators, and which, being offered at a low price with long credits of 3 to 6 years, proved a temptation to the commercial body. He complained that these inferior wines, although offered under the name of "Port", had no title to that name apart from the bare fact that they were shipped from Oporto.

It is not surprising that the wines, "adulterated" with elderberry, should have lost colour and body by keeping, as the addition of elderberry juice frequently tends to be deceptive in this respect and proves prejudicial to the inherent basic qualities of the wine, the blend showing in its colour a somewhat "black" tinge, which is extraneous to the natural colour derived solely from the grape.

Baron Forrester advanced many criticisms of this new method of making "Port", which had steadily developed since 1834, and he claimed that, whereas nothing had taken place to alter the vineyards of the Douro district, it would be prudent that the good name of "Port Wine" should be allowed to rest on the reputation it had acquired from wines made in the former manner, without what he described as "adulterations" of brandy, elderberry juice, Geropiga, etc. He considered that the success of "Port Wine" in the past had been attributable to its flavour more than its colour, adding that it was immaterial whether the colour was dark or light as long as the flavour was good.

He also complained of what was at that time a recent alteration in the method of pressing the grapes, half by night and half by day, removing the workmen in the interval, on the ground that the practice caused an irregular fermentation and exposed the "must" to unnecessary evaporation. A further complaint was that many of the farmers in the Douro district were making their wines too early at vintage time, and in this connection he instanced the years 1840, 1842, and 1843 as well as the current year 1844, in which much wine had been made early in spite of the need of rain, pointing out that those who had made their wines later in the vintage had benefited from the rain that had fallen in the meantime.

The Baron found support for his conceptions from many parishes in the Douro district, who joined with him in taking the view that the desires of the commercial body should take second place to those of the agriculturists who made the wine.

The dinner at Pezo-da-Regoa concluded with a speech from Colonel Owen, who promised to report the proceedings to Mr. E. J. Johnston, the British Consul in Oporto, and in his remarks he observed with interest "the presence of two military men of such distinction as the Viscount Santa Martha and Lieut. General Lacerda, who have now changed into pruning hooks the swords, which since the age of 15 years they unsheathed in the defence of their Country against the invading enemy". A note of the proceedings was in due course published in the "Periodico dos Pobres" of Oporto.

It seems that there was at this time reason for supposing that the Monopoly Company, which still administered the Port Wine trade, though with greatly reduced powers, was disposed to favour the Baron's views in spite of the fact that the commercial interests were demanding wines with the addition of Geropiga, elderberry juice and 15 to 25 gallons of Portugal grape brandy per pipe.

Baron Forrester found a further ground for complaint in the methods adopted by the official tasters of the time. Under the regulations of the Company three official tasters were appointed for the purpose of classifying all wines when made, one being nominated by the Company, a second being proposed by the Commercial Association of Oporto and accepted by the Company, and the third, who alone of the three was unpaid, being nominated by the agricultural community of the Douro district. The Baron now felt, however, that the judgment of the tasters was being exercised in a manner prejudicial to his views and in favour of the new type of dark sweet wine.

The law enacted that all wines meriting classification as "First Quality Wine" should have "richness enough for themselves and some to spare for others" (*para si e para dar*), which in the view of the Baron encouraged the tasters to select the dark "adulterated" wines to the exclusion of the natural wines of the Douro district. He further claimed that it was impossible to give proper judgment to such latter wines immediately after tasting the more modern and cruder product, and suggested therefore that the two types of wine should be tasted on separate occasions, and that no taster should taste more than 100 samples per diem, it being his view that the natural wines of the Douro district would be bound to taste flat, insipid and spiritless after those that had been "adulterated".

He even claimed that in 1843 the tasters judged by sight alone without even smelling the wines, and that they accordingly rejected all wines of light colour from the first category, but it was perhaps still more distasteful to him to find that the description quoted in the preceding paragraph appeared to eliminate all white wines and the lighter red grapes of the types "Bastardo" and "Alvarilhao."

In the earlier days of the Monopoly Company the official tastings had been made in public, and the decision as to what was "richness enough for themselves and some to spare for others" was dictated by what public opinion deemed enough for itself and some to spare, but under the later regulations the interpretation was left to the fancies of the tasters, who found in the new dark wines a basis for their decisions. The methods of the official tasters had for some time been the subject of criticism, and even in October, 1824, certain British firms in Oporto had seen fit to send a Memorial to the British Government complaining of their ways. They complained that the needs of the market in Great Britain were not being best served, because the tasters frequently rejected wines of the best qualities, for which there was a ready demand in England, such rejections being ultimately used for exportation to countries outside Europe, because the regulations of the Company required that none but wines of the "First Quality" should be shipped to European countries. The signatories of the Memorial intimated to the British Government that in some cases half the "tonel" was classified as suitable for the English market at a high price, whilst the other half was sold at a cheaper price to satisfy the needs of general commerce.

In spite of the support received by Baron Forrester from Douro interests and others, there were soon signs of a rising opposition to his activities from various quarters, and criticism of his views in the matter of what he was pleased to call "adulterations". One gentleman with interests in the elderberry business, which was largely centred in the districts south of Lamego, claimed to have made the happy discovery that a very much smaller quantity of elderberries was used in making "Port" than popularly supposed, and he asserted

that, whereas at certain seasons of the year a disease like Ague (of which the cause was unknown) attacked the inhabitants of the Douro district, the only known remedy was elderberry dye, which curiously enough was invariably expressed from the berries at the same period, in the same manner, and very often in the same place, as that in which the grapes were pressed! His commercial desires would seem to have blunted his powers of imagination.

Early in 1845 the contentions of the Baron were examined by the Commercial Association of Oporto, who much to his disgust failed to share his opinions, and from that day not only did his star begin to wane but it was not long before he found himself in a wordy warfare with the Association. It described his assertions as "vague, unfounded, and inexact", and expressed the view that the demand of the consumers should be decisive as between the older type of "Port" and the more modern methods of making it which were so distasteful to the Baron.

The Association asked itself the question "Whether Port Wine now is the same that it was 50 years ago, or no?" Also, "Whether the mode of making the said Wine can or cannot alter its goodness?" In reply to the first question it claimed that it was the same, because it came from the same vineyards and the same vines, but it appears to have forgotten that the area in 1845 was more than double that 50 years before, as prescribed by the Monopoly Company. "Ramo" was, of course, being grown in the increased area in addition to a different kind of grape being grown from that in former years in the same place, grapes called "Tintas" having recently been introduced in order to provide colour at the expense of flavour.

The arguments of the Association failed to make any alteration in the Baron's views, and he still contended that in wines made in the old way lay the successful future of the trade, instancing the "Mourisco Preto" vine, the wine from which could be kept for years without the addition of Portugal brandy. This vine was extensively cultivated in Roncao, Liceiras, Barca, and Meroco, and was considered preferable even to the "Tinta Lameira" vine, which gave rather less colour.

The Baron seemed ready to dispute almost every contention made by the Association, whom he accused of having neither given the Members a proper opportunity of considering the matter nor of having obtained their signature to the document in an honest manner. Although admitting that he himself had never consumed the new form of wine of which he complained, he expressed the view that, although the ingredients used in the "adulteration" might separately be innocuous for consumption, it was more than likely that, when blended with Port Wine as he recognised it, a deleterious result would ensue as was the case with other products within his knowledge, and in order to satisfy the Directorate of the Association on this point he invited them each to eat 6 lemons and drink a pint of warm milk!

He objected to their reference to "elder wine", and although he admitted that so-called "elder wine", "carrot wine", "cowslip wine", "currant wine", "gooseberry wine", etc., were made in England, he stated that in fact these products were not "wine" at all—"that only being Wine which is made from the pure juice of the Grape". This view expressed a century ago is interesting, and should be recalled in reading the other chapters of these notes. (Vide p. 52.)

The Baron told the Association that it had come to his knowledge, not only that farmers were being intimidated by commercial interests against making their wines in the manner he advocated, but also that he himself had been threatened with assassination, which provides evidence of the strong feeling which his activities had by this time created. The feeling of the Association may perhaps be summed up in its declaration that "if his ideas be adopted and followed, the consequences to the interest of the country will be pernicious".

Baron Forrester pointed out that whereas the population of Great Britain and its dependencies was nearly double that of 60 years before, with a vast increase in wealth and luxury, no more Port was being used, although sales of other wines had increased steadily. This he attributed to the "adulterations", and it may be observed that at that time sacks of elderberries were placed in each corner of the *lagar* and trodden together with the grapes, both being expressed on the husks and fermented with the "must". More economical farmers, however, crushed the elderberries in small vats and then mixed the colouring matter with the wine, when it was run off into the *tonel*.

The Commercial Association of Oporto was not alone in failing to share the views of the Baron, as certain leading Douro farmers sent a Memorial to Queen Maria II, in which they accused him of imputing dishonesty to them. In view of their attitude and that of the Commercial Association he published his "Vindication" widely both in Portugal and England in 1845, suggesting that all the elderberry trees in the Provinces of the Minho, Tras-os-Montes,

and Beira be torn up by the roots and exterminated, and he offered to circulate with his "Vindication" the views of the Commercial Association, if it would send him 2,000 copies of its report, but these were not forthcoming.

Thus ended one of the most interesting incidents in the history of the Port Wine trade. It is impossible not to have an appreciable sympathy with both the views and activities of the Baron, but he found himself up against the sterner demands of commerce, which defeated his idealism. The practices which he classed as "adulterations" in the making of Port Wine were to a limited extent come to stay, though it cannot be said that any of them remain to-day which are extraneous to the grape. The use of elderberries, etc., has long been forbidden in the Douro district, and whilst Geropiga remains, it should be appreciated that it is to-day no more than a particularly sweet Port Wine used in small quantities in blending, and if there is to-day anything seriously wrong in the methods of making Port Wine it is hardly reflected on the British market, where it remains the most popular of all dessert wines.

The failure of his efforts must have come as a bitter disappointment to Baron Forrester, as only a few years before he had found himself the object of extensive admiration by the commercial and agricultural interests of Oporto and the Douro district. In September, 1842, he had gone to considerable trouble and personal expense in suggesting an improvement in the navigation possibilities of the River Douro, to which end he started to prepare two maps, one being of the River Douro in Portugal and the other of the wine district surrounding the river, both of which have remained famous since their production.

It is true that the Portuguese Government had been considering the same matter for some time, but it had failed to produce any results, so the Arraes of the Douro asked Baron Forrester to proceed with his task without delay. By December, 1842, his maps were ready for the engraver, and he asked the Queen of Portugal for the Portuguese copyright. This, however, was not forthcoming as rapidly as he had hoped would be the case, so in February, 1843, he sent the maps to be engraved in London without waiting for Her Majesty's decision on the question of copyright in Portugal, as he had been unable to find anyone in Portugal able to undertake such fine technical work.

There was a general feeling that he had acted generously in the circumstances, so the Douro Agricultural Society prayed Her Majesty to grant his request. In addition to this approach, the Company for the Cultivation of the Vineyards of the Alto Douro made a similar appeal on his behalf in May, 1843, to the Deputies of the Portuguese Nation, whilst during the previous month the Municipal Chamber of Oporto, the Monopoly Company, the Commercial Association, and various Douro Municipal Chambers supported his application before the Chamber of Deputies.

The maps were engraved on steel under the superintendence of Mr. Wyld, Geographer to Queen Victoria, but it was not long before he incurred Baron Forrester's displeasure by making out that they were of his own production. By this time he had already effected their publication, but the Baron in his disgust removed them from his charge and arranged for the publication of an improved edition by Messrs. Royston and Brown of Nos. 40/41 Old Broad Street, London, E.C.

The wisdom or otherwise of the Baron's contentions with regard to the correct method of making Port Wine must be left to individual opinion, but it might even be advanced that the series of magnificent wines produced during the sixties and seventies evidenced the value of a modified form of the new method, and as Baron Forrester lived until 1861 he had some years in which to see the progress of events, the Companhia Geral da Agricultura dos Vinhos do Alto Douro having ceased to function as a "Government Monopoly Company" in 1858.

CHAPTER FOUR

The Phylloxera

"Good Wine needs no bush"

Perhaps the greatest tragedy that ever befell the Port Wine Trade in the Douro district was attributable to the dread disease of the vines known as "*Phylloxera*", which is a germ that attacks the base of the vine. It had come to the Douro district from North America about 1868, but by 1871 it was beginning to be a serious menace, and at that time even the London Press was commenting on the manner in which it had begun to spread so extensively in the Douro district. The so-called plant louse is a native of America and is called the *Phylloxera*. It is so tiny that one can scarcely discern it with the naked eye. It lives on the tenuous roots of the vine, which it sucks and exhausts so that the much-prized plant pines away for three or four years and finally perishes. It multiplies with prodigious rapidity, and millions of these tiny but terrible invaders are in a short time ready to leave the parent colony and, wingless, travel on underground to look out for a new home. Besides these, there are also winged members of the family, which go forth, borne by the wind, to lay their eggs at a distance.

By the end of 1872, wine merchants in Great Britain were finding difficulty in obtaining their supplies owing to the extent of the disease, and many saw fit to arrange large "Reserves" with shippers in Oporto instead of following their usual practice of relying on the shippers' Bonded Stocks in Great Britain. Fortunately the trade was able to produce two fine vintages in 1872 and 1873, but in the light of later events it was perhaps even more fortunate that at that time the stocks of "Vintage Port" in Great Britain should have been plentiful, especially of the years 1868 and 1870.

1874 was an unsatisfactory year, and the quantity produced in 1875 left much to be desired owing to the *Phylloxera*, though some nice elegant wines were made. The disease continued to spread, and 1876 had nothing to recommend the year, whilst 1877 was in addition affected by bad weather almost throughout the entire year.

Up to 1878 the ravages of the disease had been steadily increasing, and during this year the position became one of great seriousness for the industry. Stocks of wine both in the Douro district and Villa Nova de Gaia had generally become very much reduced, and the feeling in the trade was that they were hardly sufficient for the normal needs of two years, which prompted many shippers to raise their prices. Early in July it became clear that the yield of fine wine would be greatly reduced owing to so many vines having been destroyed by the disease, and after two years had yielded only small quantities of mediocre wine, the outlook was very far from happy.

Prices were steadily rising in the Douro district, as the yield of 1878 promised to be even less than that of 1876 and 1877. To make the prospects worse the weather during 1878 proved very variable, and it looked as if the farmers would be left without means to cultivate their vineyards at a time when stocks of Port Wine generally in Great Britain and Oporto were, apart from Vintage Port in the former, all too low.

When the vintage started the fine wine districts were found to have suffered the most, as such vines as had survived looked very weak, but fortunately the vines in the Baixo Corgo, where the cheaper wines are produced, had not suffered to the same extent. It is true, as is shown elsewhere in these Notes, that in spite of the outlook, 1878 produced a certain quantity of really fine wine, but it was not long before the prospects of 1879 were very disturbing. Although the *Phylloxera* had up to then attacked the Cima Corgo, where the best wines are produced, more than the Baixo Corgo, it was rapidly spreading to the latter district, and the best judges could but be pessimistic owing to the unusual amount of *Desavinho* in the regions of the Douro, Minho, and Beira, which was attributable to the weakness of the vines caused by the *Phylloxera*.

By the end of 1878, prices in Oporto had risen by £2 per pipe more than in 1877 and £4 more than in 1875, whilst Portugal grape brandy was costing £5 to £6 per pipe more than at the same time in the previous year. White wines were costing more than red, and the situation with regard to cheap wine was becoming more critical daily, as the production in the Douro district in 1878 had proved to be 40 per cent. less than in 1875.

Up to this juncture no means of stopping the march of the disease had been found, and by 1879, as anticipated by the more experienced judges, it had become well established in the

Baixo Corgo. It had completely devastated the district between Fulgoza and Roriz on both sides of the river, and whereas the vines this year were in places looking more healthy and vigorous than they had done in recent years, a good vintage might have been likely, had they survived the damage in 1878, but even the strongest were now often found to be barren, and it was exceptional to see a bunch of grapes where even a few leaves remained. Many of the farmers had suffered so badly that they found themselves compelled to ask for early advances of cash, but by the end of 1879 there seemed a certain promise in the new treatment of the vines with Sulphurst of Carbon, which, although expensive, was being urged on all sides as the cure for the *Phylloxera*.

As an instance of the effect of the *Phylloxera* the production of the following Quintas may perhaps be taken at random:—

	1875	1876	1877	1878	1879
	P.	P.	P.	P.	P.
Lobata	39	30	33	11	13
Seixo	86	51	58	26	25
Trevoes	48	42	56	26	25
Leryedinho	144	161	141	92	81
Cachucha	34	15	15	6	10
Pezinho	49	24	23	11	14
Ujo	8	4	3	0	0
Sopas	50	39	43	17	18
Oliveirinho	38	23	20	8	0

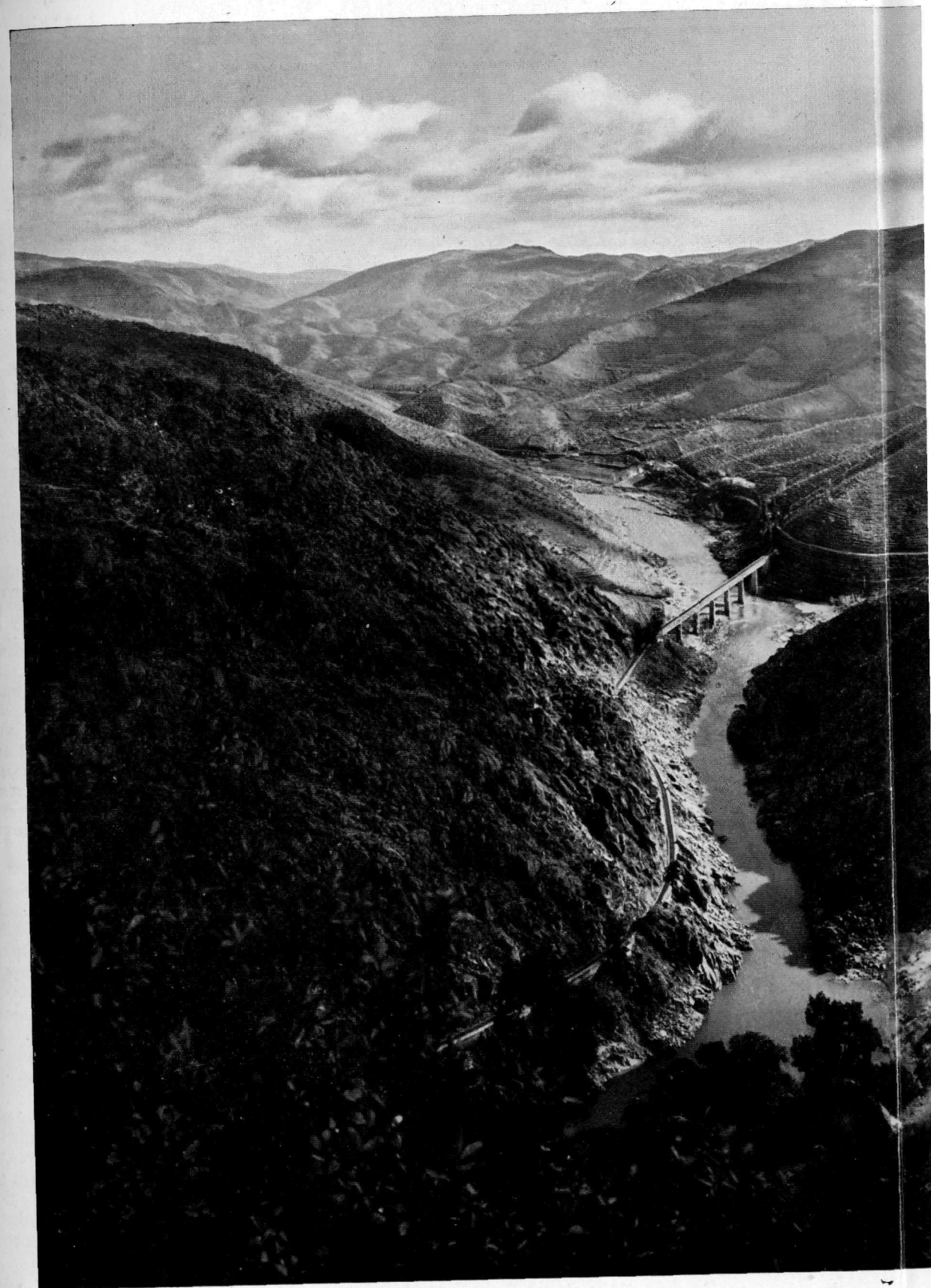
1880 produced a certain quantity of fair wine in spite of the difficulties, though the general state of alarm and concern for the future had not abated, as not only had the *Phylloxera* completely destroyed many vineyards, but it was by no means uncommon to find nine-tenths of a vineyard ruined. In addition to this the colour of the wines was being affected by it, as in general they were slowly becoming lighter, especially in the cheaper qualities. Remedies were being tried, but, although one or two met with a certain success, it was more often than not at the expense of the ultimate quality of the wine.

1881 might have been an outstanding vintage year, had it not been for the *Phylloxera*, but the view held by many in Oporto that a few more years would see the end of "Vintage Port", if not wine of quality, was held not without reason. However, 1882 seemed to indicate that the worst was passed, as the wines of that year showed slightly more promise, and in 1883 serious attempts were being made to overcome the disease with natural and artificial manures, but their use was always at the expense of quality where they succeeded in producing a higher yield.

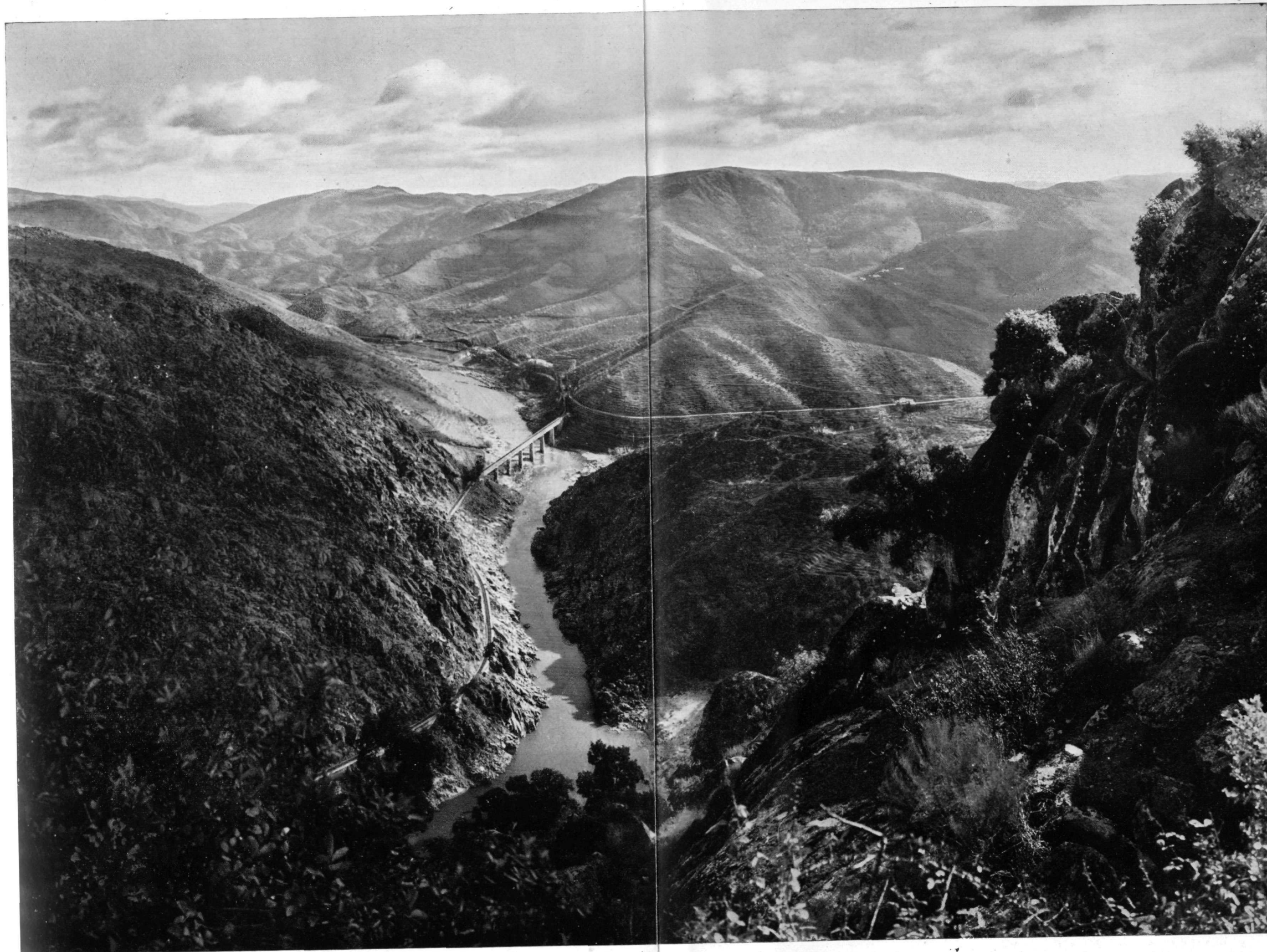
The fact remained that for all intents and purposes the vines of the Douro district seemed to have been largely destroyed, and a tour round the Cima Corgo could only provide intense depression. The British wine merchants were slow to appreciate the effects of the *Phylloxera*, as trade in Great Britain had not been good for some time, but to many in Oporto it looked as if the time would shortly come when shippers would find themselves compelled to ration their fine wines and increase their prices for them still further in view of the shortage. Business in Oporto was also being made still more difficult by virtue of the money market there being in a very uneasy state with the banks becoming shy of shippers' paper.

By August, 1884, the *Phylloxera* had reached the Minho and the south of Portugal, and at this time it seemed doubtful whether the manures and other remedies being tried would prove successful in the long run, as both young and old vines were still being overcome by it. This was unfortunate, as during the autumn it seemed that the demand for fine wine was improving. As the years went on, however, the American stock was gradually introduced into the Douro district, and it was found resistant to the *Phylloxera*, when the national vines of Portugal were grafted on to it. Perhaps it may be not unreasonable to say that the year 1884 represented the turning point, after which progression started to be made in real earnest.

It is problematical whether wines such as those of the 1860's and 1870's were ever seen again after the introduction of the American stock into the Douro district, as the wines tended to become lighter and less full-bodied, but it did at any rate serve to overcome a disease, which had it not been checked in the nick of time might well have proved the end of Port Wine of any quality. There are some in Oporto to-day who hold the view that the germ of *Phylloxera* would once again become rampant were it not denied its opportunities by the American stock.



FERRODOZA STATION—Showing where the Railway crosses the



FERRODOZA STATION—Showing where the Railway crosses the River Douro and in the distance QUINTA CACHAO

CHAPTER FIVE

The Monopoly Company of 1889

"Good Wine makes a soft bed"

In December, 1888, news reached Oporto of the intention of the Portuguese Government to form a Monopoly Company for the administration of the Port Wine Trade. The Company was to be granted a contract, under which it would operate free of taxes, rates or duties, and be guaranteed a profit of 6 per cent. by the Government, by whom it would also be subsidised.

Perhaps the most ardent enthusiast for the project outside Government circles was a Mr. Pestana, who held a sincere belief in the value of some such organisation and worked hard to get it brought into effect. But it was not long before it became clear that amongst the shippers it was to meet with a very definite opposition. Almost as soon as the seriousness of the news became appreciated a Commission left Oporto to discuss the matter in Lisbon with the Prime Minister, Mr. Jose Luciano de Castro, and the Minister of Public Works, Mr. Emydio Navarro, the latter of whom especially favoured the proposal. Whilst in Lisbon the Commission was granted an interview by H.M. the King of Portugal on the subject, and it returned to Oporto only to find that owing to the intensity of feeling of those concerned, frequent meetings were being held.

As Mr. Pestana was working hard to obtain the support of the Douro farmers for the scheme by holding meetings at Regoa and Lamego, it was decided that the first activities of the opposition should be in the same direction. Five days after the Commission had been in Lisbon it became clear, however, that it had made little or no impression on the Government, which proceeded to order all municipalities to organise representations in favour of the proposed Company, as it was anticipated that this would acquire for the Government the support it sought.

By the 3rd January, 1889, it is therefore not surprising that there should have been a feeling of depression in Oporto amongst the shippers, as it then seemed evident not only that the Government had every intention of seeing the project through but further extending it to embrace the wines from the south of Portugal. The reasons advanced for the formation of the Company were the same as those previously given in connection with other "monopolies", the main one being the protection of the genuineness and wholesomeness of Port Wine, though at the time in spite of the ravages of the *Phylloxera* there seemed little or no ground for suggesting that the wines being shipped as "Port" required any assistance of this nature. It certainly seemed doubtful whether many would be willing to buy from the Company, and it was feared that this defamation of the goodness of Port might in the long run alienate the sympathy of the consumer.

It is hardly surprising that many firms should have been genuinely alarmed at the prospects of the future, as it seemed by no means unlikely that many old established firms would be compelled to close down as the result of the activities of the Company, if it were allowed to function. The market was not in an easy condition and had hardly recovered from the difficult years experienced during the active period of the *Phylloxera*. All the 1887 wines had been bought, so there were few young wines obtainable, whilst stocks of old wines had been almost exhausted.

In these circumstances many shippers decided to circularise their Douro farmers on the matter, advocating their opposition to the proposal. By 21st January, 1889, the general feeling was running so high that it was decided to close all the wine lodges in addition to the shops in Oporto itself, as their owners saw in the scheme causes of a depression hardly promising for their commercial success.

The following day His Majesty replied to the submissions of the Commission, but little or no solace could be found in his reply, and the Commission, which had interviewed the Prime Minister immediately after seeing His Majesty, remained with the former's assurance that, if it would leave everything in his hands, the interests of the Port Wine trade would be fully protected.

A General Meeting of the Commercial Association of Oporto was called, during which the Portuguese flag on the building was flown at half-mast in mourning for the want of attention being given to the just demands of the commercial interests of Oporto. The meeting was,

however, not the success anticipated, because the Civil Governor of Oporto, presumably under instructions, had organised a large and noisy rabble, whom he sent to attend the meeting, although such persons had no conceivable right to be there. They filled the entire centre of the building as well as the galleries and passages, and the Civil Governor appointed police to attend in order to arrest the President of the Association and his two secretaries as soon as the meeting started, alleging that they were holding an illegal meeting on the pretext of holding a meeting of the Association.

It chanced, however, that he had proved misguided in the formation of his plans, as owing to the presence and behaviour of the mob it proved impossible to open the meeting, which was therefore postponed till the following day so that arrangements could be made for it to be attended solely by members of the Association under police protection. This deferred meeting passed off without incident, but in the meantime the Oporto lightermen had interested themselves in the main question and refused to unload the boats in the river, which prevented the one or two firms who had refused to close their lodges from shipping their wines. The support of the lightermen caused considerable confusion, as the boats were lying in the river waiting to be discharged, in addition to which, firms who had wine at Gaia Station, recently arrived from the Douro district, found it impossible to remove it to their lodges owing to the lack of available labour.

On 30th January, 1889, a meeting was held at the offices of an important British firm, as the result of which a telegram was sent to Lord Salisbury, the then Foreign Secretary, asking for protection of British interests in Oporto. On the same day there was a serious disturbance in the Portuguese Parliament as the outcome of a discussion on the question of the Monopoly Company, and at the same time a large meeting of workmen was held in Villa Nova de Gaia during the afternoon, at which it was decided to go in a body to the Civil Governor and ask him to harmonise the situation so that the workmen could get back to work.

A deputation of between 200 and 300 men formed up for this purpose, but they were met on the bridge by troops and cavalry, who after a short time charged and dispersed them. In the meantime the Government had become apprehensive of a possible revolution, and not only at once crowded the streets with troops but supported them daily with reinforcements. This action failed to relieve the general tension, and on 1st February, after a further meeting of workmen in Oporto had been broken up by the military, the Government decided to petition His Majesty to adjourn Parliament until 2nd April.

By this time the British Press had become deeply interested in the situation and articles appeared in many of the leading newspapers of the day. The shippers worked hard to bring the Agricultural vote to their side, but after the Government had sought a graceful way out of the impasse in which it now found itself, it was decided on 2nd February to prorogue the Camaras until 5th April. As the result of this the shippers decided to re-open their Lodges on 4th February, as it was thought that this action might encourage the Government to drop the Bill for the establishment of the Company, and the Commercial Association of Oporto decided to form a "Vigilance Committee", whose aim was not only to get the proposed contract annulled but also to obtain from the Government an assurance that the trade would never again be faced with the same experience, as it was thought that unless this assurance was forthcoming shippers would start leaving the industry and would realise their stocks without delay.

On 11th February there was a crisis in the Ministry in Lisbon, which two days later was fanned by a Memorial being sent to the London Chamber of Commerce, which was asked to protest to the British Foreign Office and invoke the support of the Department against the Company's formation. The Memorial was signed by 21 British firms, but the wisdom of taking such action would seem very questionable, as it might well have justified the Portuguese Government in making the matter one of international politics instead of its remaining a purely economic one for Portugal.

At the end of February Mr. Navarro resigned his portfolio, but the matter was far from dead as Mr. Pestana set out to influence the new Ministers, though it seemed doubtful whether he would meet with success after the ignominious fall of their predecessors, and at this time there seemed support for the view that the Monopoly Company now promised to become a thing of the past. March remained a somewhat uneventful month, but the "Vigilance Committee" continued its activities, backed up, as it was, by practically every firm in the industry. In April it set out to prove the Company to be illegal at a time when the new

Government had arranged that the Company should be granted a subsidy of £3,300 per annum for 15 years. As it was simultaneously making arrangements for a Tobacco Monopoly of the same sort, in which it expected to get its way without opposition such as had been met from the Port Wine Trade, and clearly had no intention of acting differently to its predecessors, the position became serious again towards the end of April.

The Company was formed and floated on 26th April, 1889, and it looked as if the opposition had now failed finally, whilst the Civil Governor encouraged the Government with his belief that there would be no further trouble from Oporto firms. He was, however, unduly optimistic, and as soon as it was learned that the Company had been floated a deputation left for Lisbon forthwith. Its departure was witnessed by a large number of workmen, whose enthusiasm attracted the attention of the troops; many after buying platform tickets were forcibly turned out of the station and dispersed, but the men remained quiet in spite of appreciable provocation from the police and cavalry.

The deputation returned to Oporto the following morning and a reception had been arranged for it. Only a limited number of workmen were allowed to cross the bridge, but as many had crossed before daylight there was a large crowd at the station, though the majority had been turned back by the cavalry, who distributed them along the main and back streets. Fortunately there was no undue disturbance and all the men were back at work by 9 a.m.

The "Vigilance Committee" continued to be strongly supported, with the result that it was decided once again to close the Lodges on 30th April and to send an immediate protest to Parliament. The Minister of Public Works explained his support for the Company by saying that complaints had been received from Brazil of discreditable wines from Portugal, and once again the situation became tense. Complaints were made by the Civil Governor that breaches of the peace were being made intentionally, but there seems ground for supposing that the parties of roughs who created the disturbances received their instructions from another quarter.

The Government was interested in the workmen voluntarily leaving their posts, and they were encouraged to do so by promises of permanent work and high wages with the Company as soon as it became really operative, coupled with pay in the meantime. Mr. Pestana supported this move in telling the coopers that they would be employed prior to the operation of the Company on work in the Custom House, whilst work would be found for the labourers on public works. He was successful in luring some from their regular employment, but it was perhaps unfortunate that their new employers should have forgotten to provide them with any wages when the time came. Their interest in the supposed millennium was kept from flagging by their being told by Mr. Pestana that a steamer was expected daily with wood and that as soon as it arrived the Company would require no less than 10,000 pipes in order to execute the orders on hand.

On 19th May a telegram was sent to the King of Portugal, which elicited no immediate reply, and in the meantime the men were being urged both by agents and Press articles not to return to the firms when they re-opened, or, if they did, to demand higher wages. By this time the whole country was taking up the question of the Monopoly in all seriousness, but Mr. Pestana had not been fortunate in a mass meeting he had held at Pinhão, which had proved a complete failure, and it was clear that the shippers intended to maintain strictly the position they had taken up.

On 25th May a mass meeting of Government supporters was held in Lisbon, and an attempt was made on the life of Mr. Correia de Barros of Villa Nova de Gaia, but fortunately the bomb thrown at the door of his house did no more damage than break his windows.

On 7th June a body of 18 shippers made an attempt to come to terms with the Portuguese Government, and their efforts met with a certain success in that they obtained from the Government an assurance with regard to the "Universal Mark", which it was intended should be used on all Port Wine administered by the Company, as the criterion of good Port Wine. At the same time it seemed that the Government considered itself unable to overcome the difficulties of the subsidy without the consent of the formulators of the contract; it proposed to transfer it from the Company to the shippers, but this course did not suit Mr. Pestana and his friends, and the proposal caused a breach between him and the Government.

Throughout, the British shippers had played a prominent part in the general opposition to the Company, and by the middle of June it looked as if the Government would feel compelled to jettison the Company and accept the views of the Opposition, especially as the

shipping companies now refused to accept freight until all the lodges were re-opened, thus invalidating the one or two firms who had been so persistent in their refusal to abide by the general decision to close the lodges for a second time some weeks before.

The battle continued during the ensuing months, though with rather less intensity, and perhaps the next incident of interest was a letter published by Mr. Freitas (who was subsequently to become the Parliamentary Candidate for Villa Nova de Gaia) in the newspaper "Comercio do Porto", in which he pointed out that the contract of the Company had now become null and void owing to the limit of 90 days having elapsed since it was formulated, whilst 695 of the 1,000 shares had been registered in the name of the "Liga dos Lavradores". Under the law no shares could be registered in the name of a limited company except "personally" with the name and address of each shareholder. Mr. Pestana was unable to pass these surplus shares so that the Government, if it wished, was in a position to declare the contract null and void.

The "Vigilance Committee" worked steadily on and refused to accept any promises of the Government, unless they were either published or stated in Parliament, and at the end of June the Government received a deputation from Oporto. On the understanding that its recommendations would in the main be carried out by the Government the shippers decided to re-open their lodges and await results, the basis of agreement being that if the Company would agree the Government would apply the subsidy directly in favour of the shippers instead of the original purpose, as well as abandon the proposal for a "Universal Mark" denoting the genuineness of Port Wine.

Those interested in the Company continued their antagonism to the shippers and sought to attract their employees away, and in the meantime interest had been increasing in the forthcoming elections. Mr. Pestana declared his intention of supporting a gentleman who was the son of Mr. Francisco Cardozo Valente, whilst the "Vigilance Committee" proposed to invite Mr. Rodrigues de Freitas to stand as a commercial candidate for Villa Nova de Gaia against him.

It was not long before the Government decided to annul the contract granted to the Company, as the Crown Lawyer had reported that it was not legally constituted, but the downfall of the Company did little to modify the feeling caused by the whole affair, and especially against the British firms, for the part they had played in the Opposition. In a very disturbed atmosphere the Civil Governor was informed that the British Government would hold the Portuguese authorities responsible for any damage done to British property, as there were cases of attacks in the streets on British persons, but the Portuguese Government showed an admirable firmness, and although the agitations in Oporto continued for some weeks nothing seriously untoward occurred.

On 13th March, 1890, the Coopers Association organised a strike having the usual features of men being intimidated to cease work, although they were perfectly ready to remain at their posts, and in one case the assistance of the Civil Governor and Administrador was enlisted. These officials promised protection for men willing to work, but this was of little value as the men lived some distance from the lodges and a journey to work was fraught with considerable risk of personal harm en route. Some, however, decided to face the risk in spite of the fact that coopers swarmed round the Lodges urging them to come out, and on one occasion it became necessary for the authorities to clear the streets with the assistance of the military. As it soon became clear that such strikes were directed against the British firms they decided not to admit their men, unless they were prepared to return generally and unconditionally, and the firm attitude of the employers, coupled with the justice of their proposals, persuaded the men to return to work early in April.

During these disturbances the elections had taken place without incident, and thus ended one of the most unfortunate incidents in the history of the Port Wine trade. It had arisen owing to an attempt to foist on the trade once again many of the main features of the vexatious and restrictive system introduced in 1765, but fortunately sanity prevailed in the end, and Mr. Freitas, a Republican-minded man, admirable for the task as a master of his subject, possessed of unimpeachable honesty, and with previous experience as a Member of Parliament, was duly elected to represent the commercial interests of Villa Nova de Gaia.

Feelings had run high during the struggle, and even if at times they were directed against the British firms primarily one may rest assured that behind them the truth expressed by Capt. Marryat in "Peter Simple" in 1834 remained inviolate, namely that "The Portuguese and the English have always been the best of friends, because we can't get no Port Wine anywhere else".

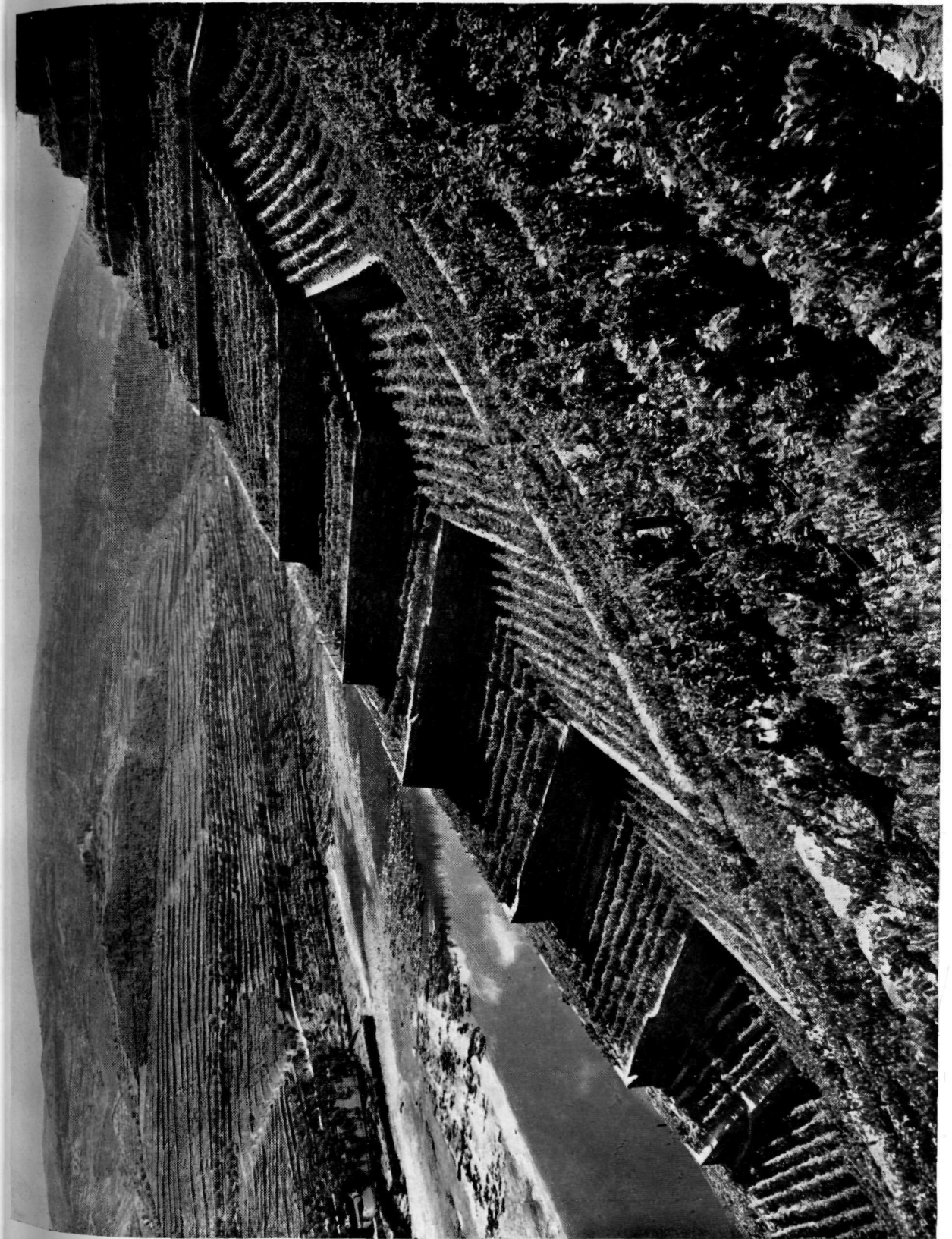
The conception of administering the Port Wine trade in Oporto by an official "Monopoly Company" has at times found favour in Portugal in certain quarters, and shortly before the 1939 war attempts were made to organise the Port Wine trade with the U.S.A. on some such basis, having in the main the same features as previous "Monopoly Companies", but the proposals proved just as distasteful to the American wine trade as they had done in former years to other prospective victims, with the result that they failed to materialise in practice. It may perhaps be a fair view that any such organisation would be likely to have the most damaging effects on the trade at all times and alienate the sympathy of many for Port Wine. This view would seem intelligible, as for over a century and a half the Port Wine trade has met success, which has been due not only to the wines themselves but also to the individual efforts of those engaged in it, the personal encouragement given to it in its most valuable market, Great Britain, and the freedom with which it has been allowed not only to establish itself but to work out its own progress with a knowledge of the needs and feelings in its various markets. It would therefore be unfortunate if anything were done to alter this basis of administration, a maxim which is well understood and accepted by all concerned and which has stood the test of time.

CHAPTER SIX

Historical Notes Since 1860

"Contentment: Old Wine to drink, old Wood to burn, old Books to read, and old Friends to converse with"

- 1860 There was an exceptionally high *Cheia* (flood) this year, which was one of the highest ever experienced in the history of the Port Wine trade.
- 1861 The death occurred of Baron J. J. Forrester, who for many years had been so active and prominent a member of the Trade in Oporto. He was drowned when passing through the Cachao da Valleira in a boat, the pilot of which had failed to lash the rudder sufficiently to prevent its going too much in either direction, with the result that the boat got across the current and capsized.
- 1862 a. Whereas it had formerly been the custom for the Douro wines to be consumed fairly young, old wines now found a greater demand, which accounted for a good business in the remaining fine wines of such famous years as 1840, 1847, etc. The increased popularity of such wines resulted early in 1863 in a shortage of old wines both in the stocks of shippers and on the Oporto market.
- b. Mr. John Silva founded the eminent firm Silva and Cosens, the then active partners being his son, Mr. Edward Silva and Mr. Frederick W. Cosens, whilst he himself remained a sleeping partner. Mr. John Silva was the son of Mr. Bruno da Silva, who started trade with England from Oporto in 1798, and married an English lady. He died in 1850.
- c. The London and Brazilian Bank opened in Oporto, becoming in more recent times the Bank of London and South America.
- 1863 a. Boats to Oporto took six days to reach their destination.
- b. In view of the increased demand the prices of fine wines continued to rise, whilst those of the cheapest qualities were falling.
- 1864 From this period onwards it became increasingly difficult to obtain suitable spirit for the making of Port Wine, and shippers were importing fine German spirit for the purpose, which at a strength of 66 or 67 over proof cost 1s. 10½d. per gallon f.o.b. London.
- 1866 a. The preceding two years brought financial difficulty to many firms in Oporto, and this year opened with a general financial panic which had been largely caused by the situation in China and India, as the Agra Bank in Shanghai had failed and a serious situation had been caused thereby in Bombay. The opening of the year saw the London money market very tight, but the panic ended in June, and although many of the weaker firms in Oporto had ceased to exist, the position of many of those that remained was still far from happy. The position was not as bad as it might have been, though it caused keen competition all round in the cheaper wines.
- Just as the trade was beginning to recover from the financial panic it found itself faced with a second such panic in August, but this fortunately proved very short-lived.
- b. At this time it seems to have been the custom for many firms to under-value their importations to the U.S.A., and trouble was in store for many when the authorities in that country discovered the practice. It is recorded that one firm found itself called upon to pay no less than 100,000 dollars in order to extricate itself from the difficulty into which it had got.
- c. Mr. Albert George Sandeman (b. 1833, d. 1923) was elected a Director of the Bank of England, and in time became its hundredth Governor. He served as its Governor in 1896 and 1897. He was a brother of Col. John Glas Sandeman, who invented the "Penny-in-the-slot" machine with the aid of a mechanic, Mr. Everitt, the patent being granted in the names of Sandeman and Everitt. He was also chairman of The London Dock Company. Mr. Sandeman was an outstanding figure in the Port Wine trade for many years and will be remembered for many things he did, but perhaps one of the most interesting was his purchase at a later date of two famous images, for which he paid £3, from the Dominican Convent and Church, dedicated to S. Goncalo, at Amarante. These images, which are described in Mr. Charles Sellers'



View across the River Douro of a typical vineyard

"Oporto Old and New" as "two black, ugly looking, wooden statues, called Devils", were moved by Mr. Sandeman to the London Office of his firm at No. 20 St. Swithin's Lane, E.C., but in recent years the firm returned them to their former home, where they were accepted with due ceremony.

- 1867 a. It is interesting to note that in these days it was not unknown for firms in England to return parcels of Port Wine to Oporto in cases where circumstances demanded such an action.
- b. Mr. John Silva, the founder in 1862 of Messrs. Silva and Cosens, died.
- 1868 a. The demand for fine wine, which had been first seen about 1862, now began to show signs of becoming less intense, though it remained steady afterwards.
- b. Mr. George Warre, who became an outstanding figure in the Port Wine trade, joined Messrs. Silva and Cosens this year. He was the son of Mr. George Warre of Messrs. Warre Bros., who died in 1851.
- c. Mr. George Glas Sandeman, who was born in 1792, died this year. He was a nephew of Mr. George Sandeman (b. 1765, d. 1841), the founder of Messrs. Sandeman and Co., Oporto. Two of the five sons of Mr. George Glas Sandeman were Mr. Albert George Sandeman (b. 1833, d. 1923) and Col. John Glas Sandeman.
- 1869 Many firms were experiencing difficulty with some of their fine wines, which were prone to go wrong owing, it was thought, to the spirit which had then to be used in the making of Port Wine.
- 1870 a. Business was becoming complicated by the effects of the Franco-Prussian War, and there promised to be another financial panic in July as the German ports were closed, and although the Bank Rate was then no more than 5 per cent. it seemed reasonable to suppose that it would rise at any time. This period of uncertainty did not clear until the end of 1872, but by August, 1870, the position had certainly become critical. An improvement was, however, noticeable in October, and the trade felt justified in taking a rather more optimistic view of the future than it had been able to do shortly before.
- 1871 a. Many firms engaged in the Port Wine trade at this time were in the habit of importing Portuguese eggs for their personal use, and the practice continued until the war of 1914-1918, when such importations became no longer possible. They were usually brought over in baskets containing about 100 eggs with no more than a piece of canvas tied over the top of the basket, and breakages were extremely rare. The eggs were of excellent quality, and their freshness was secured for 6 weeks or more by sealing them with isinglass or milk before shipment. It was usually found that for culinary purposes two such Portuguese eggs would do the work of three English eggs.
- b. In September of this year a "diligence" service was opened between Salamanca and Barca d'Alva, which reduced the time taken for the journey from two days to one. In 1856 the railway service across the Continent to Oporto ended at Bayonne, after which it was necessary to cross Spain by diligence and take the Douro boat from Barca d'Alva to Oporto.
- 1872 a. At this time great store was set both in Oporto and by wine merchants in Great Britain on the "Shipping List", published in Oporto, which set out to state the quantities of Port Wine exported by the various firms engaged in the industry, the List being published annually under the aegis of Government control. But the interest it aroused in Great Britain as evidence of the status of an Oporto firm prompted some shippers to take advantage of it for their own ends by making their position appear better than it really was, which was effected by the manoeuvre of entering wines for Export Tax, even though they were not actually shipped during the year.

In the ensuing years the List not only became a source of trouble but also caused considerable ill-feeling between shippers themselves. In February, 1875, the Portuguese Government released shippers' stocks from their former supervision, and a movement was started advocating that for the purposes of the List all shippers should in future ship under one common name such as "Blank and Co.", for which idea there seemed considerable support.

Matters, however, came somewhat to a head when in February, 1878, one firm actually shipped under a false name in order to hide its identity and eliminate its name

from the List, but it was doomed to disappointment when it found at the end of the year that a true record of its shipments appeared in the List. In these circumstances it seemed difficult to get the List entirely suppressed, especially as it was open to anyone to inspect it at the Custom House in Oporto, which enabled it to be copied and published.

Further attempts were then made to establish a complete unanimity of opinion amongst shippers in the same direction as had been advocated in 1872, with the result that the Portuguese Government instructed the Lisbon Custom House to cease giving particulars of shipments from Oporto as from 1st March, 1878. This, however, was not the end of the matter, as at the end of the year someone had contrived to obtain a copy, which in due course was published in the "Daily News" much to the annoyance of the Director of Customs who at once took suitable steps to prevent a recurrence of such leakage of information.

- b. Owing to the Franco-Prussian War the state of the London money market had remained difficult, and it was generally anticipated that the Bank Rate might rise to 10 per cent. by the end of the year. It was in these circumstances that Great Britain became somewhat overstocked with "Vintage Port" at the end of the year, as owing to the financial situation so many of the gentry were no longer able to buy such fine wine.

The business of the old country wine merchants had therefore dwindled appreciably, and they found themselves compelled to seek new fields of operation amongst the lower and middle classes, which forced them to buy wines of qualities lower than they had been in the habit of using, and look for quick returns. The larger wine merchants, at the same time as they were finding it difficult to judge the financial prospects of the country, were faced with difficulties of supply owing to the ravages of the *Phylloxera*. They therefore began to change their habits and instead of relying on the Bonded Stocks of shippers in Great Britain arranged for large "Reserves" to be held for them in Oporto by their shippers.

- c. Commander Sebastian Gassiot, R.N., brother of Mr. Charles Gassiot, became a Partner in Martinez, Gassiot and Co.

1873 The Royal Amateur Orchestral Society was founded, in which Mr. James Ramsay Dow of Messrs. Dow and Co. (which firm was merged with Messrs. Silva and Cosens in 1877), played the First Flute for the Society. He was the son of Mr. James Dow, who died in 1856.

1874 a. Up to this time it had been the custom of partners in Oporto firms to welcome visitors arriving from England in their own homes, but by 1874 the hotel accommodation in Oporto had become so good that this form of hospitality, which was frequently afforded to entire strangers by their hosts, had begun to wane.

- b. After so long a spell of fine "Vintage Ports" it was perhaps not surprising to find a demand arising for fuller wines, most of which were of good quality.

c. The year ended with a complete panic amongst brandy speculators in Oporto.

1875 a. It is interesting to record that about this time "the new ship Boyne" had come into service and was found comfortable by her passengers. She appears to have shown a turn of speed hitherto unknown, as she was capable in fine weather of making the journey to Oporto in under 3 days.

- b. There appears to have been at this time no recognised source of information about firms in the wine trade in Great Britain and it was customary for a shipper to be supplied by his Bank with introductions to the branches of his own or other Banks in the various provincial cities he visited in the course of his business travels.

1876 a. An important part was played in these days by the harvest in Great Britain as influencing the success or otherwise of the wine trade, which set great store by such agricultural results.

- b. During August the Bancos Uniao and Lusitano in Portugal went into liquidation, and some £800,000 was sent out to Lisbon from London to ease the situation.

c. It had recently been the custom of Oporto firms to use brandy made in the South of Portugal largely in recent years, but many now furnished their requirements with brandy made in the Douro district, which in addition to being cheaper and stronger gave better gauges.

1877 a. Financial difficulties were experienced by the Port Wine trade as a whole at this time in Oporto owing to two important firms having found it necessary to go into liquidation, and as at the end of the year the Banks in Oporto had formed the impression that the Port Wine trade must be in a highly parlous condition, they frequently felt indisposed to handle the Bills of British firms.

- b. At the end of June a firm of Port Wine shippers in Villa Nova de Gaia had the misfortune to experience a serious fire in its lodges, involving, it was said, the loss of about 900 pipes of appreciable value. The event seems to have stirred the inventive powers of many in Oporto, who felt that such tragedies should not be allowed to occur there again. To this end a gentleman named Elliott after very considerable thought advanced the brilliant suggestion in August that a vast reservoir should immediately be constructed at the top of Villa Nova de Gaia for the purpose of flooding all the lodges there in the event of a fire taking place in any one of them, but his proposal does not appear to have been adopted.

c. At this time there is record of many shippers experiencing trouble from the unduly heavy losses of wine in transit from Oporto to Great Britain, but there would seem to have been good reason for these, when it is remembered that in those days the boats were not specially constructed for the trade. The wines were frequently stowed in too many tiers in the hold and were loaded in a hurry, whilst the too free use of the crowbar in loading coupled with carelessness in fixing the chocks went far to aggravate the trouble.

- d. During the vintage the Douro district was visited by the famous author, Mr Vizetelly, who was accompanied by his son. He had gone there to study the making of Port Wine with a view to writing articles on it in the same way as he had already done for Sherry two years before, when his writings were published in the "Pall Mall Gazette". But it seems doubtful whether many in the Port Wine trade in Oporto at that time shared his view that such details would be of interest to the ordinary consumer.

e. In the course of the winter, prices in Oporto started to rise all round in view of the position created by the *Phylloxera* and the heavy demand from Brazil for Consumos at a time when the Consumo districts had failed at the vintage. This caused prices of Portugal brandy and the wine supplied to the workmen in the Lodges to rise appreciably. There were at the time very limited numbers of reliable distillers in the Douro district, and their immediate production was not expected to be other than small,

- f. In December the London Shipping Companies came to an agreement to provide a boat from Oporto every five days at a freight of £1 per ton of two pipes.

g. Mr. James Ramsay Dow, son of Mr. James Dow, who died in 1856, became a Partner in Silva and Cosens, when that firm absorbed Dow and Co.

1878 a. Early this year a new British Chaplain was to be appointed in Oporto, which appointment resulted in the arrival of Rev. Thomas Polehampton, who was so popular with the British residents for many years.

- b. It may be recorded that in these days a cable despatched from London at noon reached Oporto at 4 p.m., which at the time was considered a rapid service.

c. During the autumn the General Steam Navigation Co. started a regular service of steamers from Oporto to London in competition with the boats of Messrs. Coverley and Co., who up to then had had a very large slice of the trade. At first the rates were frequently changed according to what steamers were entering the River Douro at the time, and the General Steam Navigation Co. sailed one boat against every two of Messrs. Coverley and Co. On one occasion the rate during the early days of the competition became as low as 5s. 0d., but it rose again shortly afterwards, and it was not long before an understanding was reached between the parties.

1879 a. During the next few years the possibility of an alteration in the rates of Duty on Port Wine entering Great Britain occupied the attention of the industry, and the British Consul played an important part in ventilating the more official conceptions with the British Port Wine shippers in Oporto. Prior to this period great inconvenience had been caused by fixing the maximum limit at 40 degrees Sykes, but it was later changed to 42 degrees, firms having so often found a difference of 1½ degrees between the tests made in Oporto and London.

b. Early in the year there was an exceptional "*Cheia*", which blocked the Bar of the River Douro, and no boat had been able to cross since the 15th December, which within a day or two constituted nearly the longest spell of inactivity on record. Firms had large quantities of wine awaiting shipment, whilst steamers destined for Oporto were held up at Vigo.

c. At this time the route usually taken from Vigo to Oporto was by train and "diligence", the journey occupying about 1½ hours of each from Vigo to Tui, where the river was crossed. Passengers then went by carriage or "diligence" to S. Pedro da Torre (about 1 hour), and thence by rail straight through to Oporto. The alternative route was along the seaside road from Vigo to Guardia prior to joining the train at Caminha, but whilst this route was very pretty it took nearly the whole day.

d. The Lloyds Agency in Oporto fell vacant owing to the death of Mr. A. Miller, and the candidature of Mr. Honorius Grant, whose mother died in Oporto in March, was strongly canvassed, with the result that Mr. Grant ultimately received the appointment.

1880 a. During the first two months of this year new rules were issued by the Postal telegraph authorities with regard to Telegraphic Codes, and under the administration of Sir James Anderson the use of proper names and names of places as part of a Code was forbidden.

b. It may be observed *en passant* that at this time no smoking was allowed in Pullman cars on trains.

c. In June the question of Wine Duties once again came prominently before the trade, as the British Government at the instigation of Mr. Gladstone, who was then known as "The People's William", suggested that the rates should become 6d. per gallon for N.E.20 wines, with an additional 1d. per gallon per degree up to 35 degrees and 2½d. more per gallon per degree over 35 degrees. This worked out as follows, instituting the principle of a sliding scale which, fortunately, was not adopted:—

N.E.35 Wine would pay 1s. 9d. per gall.

" 36	"	"	"	1s. 11½d.	"
" 37	"	"	"	2s. 2d.	"
" 38	"	"	"	2s. 4½d.	"
" 39	"	"	"	2s. 7d.	"
" 40	"	"	"	2s. 9½d.	"

For various good reasons these proposals were not acceptable to the Port Wine trade, which found itself in disagreement with The Wine and Spirit Association on the matter, and the first-named, whose views were held by the bulk of the Sherry shippers and the Market Houses, was not slow to lay before Mr. Gladstone an adverse criticism of the views expounded by The Wine and Spirit Association.

The rates at the time were 1s. 0d. per gallon on N.E.26 wines and 2s. 6d. on N.E.42 wines, and it seemed problematical whether there was really any need for a change, but the demand for one had emanated from France, though it appeared doubtful whether she or any other interests would derive any benefit from an alteration.

Whilst these discussions were going on the Portuguese and Spanish Governments submitted the following alternative proposals:—

N.E.20 degrees 6d. per gall.

" 26	"	"	"	1s. 0d.	"
" 32	"	"	"	1s. 6d.	"
" 38	"	"	"	2s. 0d.	"
" 44	"	"	"	2s. 6d.	"

and certain firms in Oporto addressed a letter on the subject to Mr. Gladstone, which was published in the "*Times*". At the same time a "Wine Committee" had been formed in the House of Commons, one of its duties being to examine the question of "tests", as the difference in "tests" made in Oporto and London merited the fullest examination. In view of the early possibility of an alteration in the Duty Rates, business came almost to a standstill for a time, but it is perhaps refreshing to note the opportunities given to all concerned of expressing their views on such matters as alterations in Duty Rates, when the more secret and sudden changes known to-day are the lot of the Wine Trade.

d. During October an earthquake was experienced in Oporto, but it does not appear to have caused much damage beyond the collapse of Mr. Fladgate's kitchen chimney.

1881 a. The year opened with a hard spell of weather in Oporto, the winter in England being simultaneously very cold. In Oporto one of the highest *Cheias* on record was experienced, though it was not as bad as that of Christmas, 1860. One of the tugs in the river, however, came ashore under the lighthouse in an exceptionally strong current, whilst Cabadello, where the River Douro runs into the Atlantic, was more than half washed away, leaving the mouth of the river very wide.

b. The 1880 vintage in the South of Portugal had been very successful as the wines were very good and possessed of much colour, and early in 1881 many of them found their way to Oporto.

c. The demand for Port Wine in North Germany at this period is not uninteresting, as the styles required seemed to call for a large range of flavours extraneous to Port, which the trade sought to satisfy by various means.

1882 a. Business in the U.S.A. in Port Wine was at this time not easy in view of the apathy of the wine merchants to the wine, which was usually consumed by the better class people solely on medical advice, whilst the poorer classes substituted Tarragona or Californian wines. It was then the custom of the better classes in America to drink Champagne and Claret mainly, and they were slow to patronise the Port decanter unless they found themselves "in debility".

b. Early in the year the position with regard to the spirit used in the making of Port Wine was far from easy, and owing to its cheapness much Hamburg Spirit was brought into use in spite of its unpleasant taste, but it appealed mainly to speculators and dealers in the cheapest wines. Of the foreign spirits used, Berlin Spirit seemed mostly favoured because of its purity, but in May the Portuguese Government introduced an extra duty on foreign spirit, which made its cost prohibitive. At the same time they increased the duty on grain spirit manufactured in Portugal, so the price of wine brandy rose considerably. Nor was the supply of southern wine brandy anything but small, as by the end of the year it was found that the French merchants had been buying the southern wines extensively, with a consequent increase in price both of wine and brandy from the south.

c. In these days the letter post left London for Oporto at 1 p.m., which was doubtless highly inconvenient, but it took only 5 days, which was considered fast.

1883 a. In May, Sweden lowered the maximum strength at which importations of Port Wine could be made to that country, the alteration being from 21 degrees (about 35 degrees Sykes) to 20 degrees (about 33 degrees Sykes).

b. Towards the end of the year the railway from Pinhão in the direction of Barca d'Alva had just begun to be made, and its inception affected the Market Prices of wines.

1884 a. In July there was a cholera scare in France, which to some seemed an opening for Port Wine, as, when Russia experienced a similar epidemic, a large trade in Port Wine had been built up there on the ground that good red Port Wine was both a restorative and preventative. It was, however, not anticipated that equal success would be met with in France, as in that country the importation strength was low, whereas the wine required for the purpose should be possessed of both body and tannin, each of which needed alcoholic support.

Owing to the epidemic in France the boats from England to Portugal were compelled to report at Oporto and then go to Lisbon for 4 days' quarantine. Passengers had to remain on the boat in Oporto for three days, or five days if the boat was going on to Lisbon. The quarantine period at Vigo was 3 days, but the disadvantage of going there was that all the women were put into one room, whilst the men were tightly packed in another. At Lisbon 4 or 5 people were housed in one room, but it was hardly an experience to be faced with equanimity. The quarantine regulations remained in force until the end of the year, although the epidemic in France was reported as improving early in August.

b. At this period the trade was faced from time to time with the competition of spurious "Port" from Hamburg, and in August the matter came into greater prominence than formerly. The concoctions, which were of a synthetic nature, were shipped to Oporto from Hamburg and forwarded thence to Liverpool, but protests

from The Wine and Spirit Association and others to many official bodies met with successful results, whilst at the same time the wine trade press ventilated the horror with satisfactory results.

- c. The best passenger service to Portugal was now considered to be the Donald Currie Cape Mail Line, which sailed from Dartmouth once or twice a month, the boat leaving on Friday afternoon and anchoring in Lisbon the following Sunday night.
- 1885 a. February saw the sad death of Mr. Burmester, Sen., aged 74 years, who, when standing on a breakwater at Carreiros, was washed off by an unusually large wave and drowned, the weather being very rough at the time.
- b. At this period Canada passed a temperance law forbidding the sale of wines and spirits in certain districts for five years, as had been done in Maine, U.S.A.
- 1886 a. Just before the beginning of the year the Portuguese Government had passed a decree under which the stocks of all Port Wine shippers were to be supervised and inspected, these functions being so harshly executed at one time that the shippers considered closing their lodges as a protest. In January the Government decided to tighten up the regulations still further by enacting that in future all wines must be examined before shipment, as, it was said, complaints were being received that wines exported to France and Brazil were being adulterated, and that colouring matter was being freely used in wines exported to Bordeaux.
- b. On 1st November the two bridges crossing the River Douro from Villa Nova de Gaia to Oporto were opened by the King of Portugal, having been erected by a French firm after the Eiffel model at a cost of some £82,000 and having taken five years to build. Prior to this the old bridge of boats had been done away with in 1842, and a suspension bridge, built by the French engineer Stanislas Bigot, had taken its place.
- 1887 a. Up to this period it had been the custom of bottling firms in Great Britain to keep their wines two years in Bond and then some years in bottle before selling them, but the general demand was now for a quick turnover in tawny wines. Many of these were of the cheapest qualities, and some firms sought to provide the "yellowness" and appearance of age by artificial means.
- b. As early as April we find firms in Oporto beginning to hope for a "Jubilee Vintage", with which to celebrate the first Jubilee of Queen Victoria, and by the end of June one firm had registered the name "Jubilee Port".
- c. About this time the express train service, known as the "Rapido", which ran from Paris to Lisbon, was instituted and became an alternative method of travel from London to Oporto, the journey taking three days.
- 1888 a. In these days the French buyers bought a great deal of Portuguese red wine, and as soon as they opened prices the market was swept clean off its feet. Many of the wines were made into large parcels in great puncheons, specially adapted to suit the narrow "canteiros" and "cochias" of the Bordeaux stores. The Consignees usually supplied the casks, which were filled and returned to Bordeaux. At the same time, however, a large proportion of such wines for France was exported from Vianna do Castelo, as the wines of the Province of the Minho were often preferred owing to their colour, and their rather "green" astringency. As an instance of the quantities involved it may be mentioned that no less than 20,000 pipes of such wines were exported during the first few days of January this year.
- b. During the summer we find record of Mr. Hankey and Mr. S. Jackson inviting some friends on 13th June to cross the Bar of the River Douro with them for the purpose of dining in "the new Leixões Harbour".
- c. The death occurred of Mr. George Henry Sellers, who was a nephew of Mr. Henry Sellers, Manager of Offley, Cramp & Forrester of Oporto, in which firm Mr. G. H. Sellers started his commercial career. He was later employed by Cockburn, Smithes & Co., Oporto, whom he left to start on his own account, and some years before his death of typhoid at Cortegana in October he took into partnership Mr. Narcizo Ferro, thus starting the firm G. H. Sellers & Ferro, Oporto.
- 1889 a. The history of the Monopoly Company founded in this year forms the subject of another chapter in these Notes—vide p. 25.
- b. The demand for crusting Port had by now greatly improved, and many bottling firms in London were bottling large quantities of Port Wine.

- c. At the end of July the distillers and holders of wine brandy in Portugal combined in a decision not to supply their brandies, as the southern crop had failed and the difficulties of supply had been increased by the *Phylloxera*, mildew and "maromba." Firms therefore began to use grain spirit extensively, as prices for Portugal wine brandy on offer were exceptionally high, and some firms imported from England quantities of highly rectified spirit. Even after the 1890 vintage Portugal wine brandy was as good as unobtainable, but experience showed that grain spirit would not blend with Douro brandy, so that most firms preferred German spirit, which, though more expensive than grain spirit, was found more suitable for fortifying. For the later development of this situation see "1892 c".
 - d. Various Oporto firms were now awarded the Gold Medal of the Paris Exhibition for their wines, but their satisfaction on receiving the award was somewhat reduced when it was found that it was made of some nondescript metal, and that those who had "earned" it were expected to pay for it! But this was not the end of the story, as some two years later a further award was made to certain individual members of the Port Wine trade in Oporto in the form of a much more handsome private medal for having sat on some imaginary "Commission"!
 - 1890 a. Great concern was caused by the potentialities of the elections in Portugal, which were due to be held in March this year and which it was generally thought might cause serious trouble in Oporto, for which reason many firms in Great Britain increased their bonded stocks.
 - b. For the same reason the position of British residents in Portugal was far from comfortable owing to the high feeling that had been caused by the "Monopoly Company" question, and there seems ground for the view that the press in Portugal at the time welcomed anything savouring of abuse or an argument which could be made to appear as an aspersion on its honour or that of Portugal. A letter appeared in the "Times" of 7th February, which certain British Port Wine shippers in Oporto saw fit to repudiate in so far as their own connection with or responsibility for it was concerned.
 - c. After the vintage, cheap wine became almost unprocurable, whilst Portugal grape brandy could not be bought at any price, but fortunately the former shortage was not destined to last long as such wines became plentiful and cheap in the following spring, although dark wines remained a difficulty. Before then there had not been enough "Consumo" (Claret type wine of the Douro district) in Portugal to satisfy the demands, and even the price for home consumption in the country constituted a record. The situation existed both in the north and south of Portugal, and firms found it necessary to pay excessive prices for wines for "Beberagem" for their employees.
 - d. At the end of the year we find the "Sud Express" from Paris to Lisbon running on three days each week.
 - 1891 a. In March the political situation in Portugal was far from satisfactory pending the grant of a loan from England, and by May the crisis had so developed that a run on the banks seemed not improbable. No foreign telegrams were allowed to be despatched from Oporto until after 3 p.m., and the banks were allowed a moratorium of 90 days, during which they were exempt from cashing their own notes. All payments into accounts were suspended for the same period, but whilst the banks were willing to receive deposits in notes they would cash cheques only against deposits in notes. They were supposed to be holding great reserves in specie, but for a time they were unwilling to pay it out even in silver. They provided cash, however, in small quantities for wages.
- It was opportune that the loan from Great Britain should have been settled without delay, though it was hard to understand why quantities of gold were being shipped to England when nearly every steamer was bringing quantities back!
- After the crisis the Portuguese Government decided to issue notes of the value of Rs.500, which had the effect of making paper currency popular, but the exchange value of gold and paper currency showed a difference of some 20%. At that time British "sovereigns" commanded a premium in Portugal, but "half sovereigns" showed no advantage. British firms frequently sent out "sovereigns" to Oporto,

and up to the earlier years of the 20th century many firms made it their custom to pay their staff with "sovereigns", leaving the recipients to have a "flutter on Exchange" with them if they wished.

- b. During March the overland telegraph to Oporto became operative for the first time, but it was at first found to be much less regular, rapid or correct than the service of the Eastern Telegraph Co. via Falmouth.

- c. At this time the Consular Service in Oporto was represented by a Vice-Consul, the then holder of the office being Mr. Craufurd, who had been absent from his post for some time. Efforts were therefore made to secure the appointment of a full Consul to protect British interests in Oporto, but they yielded as their only result the return of Mr. Craufurd from his holiday in England. Mr. Craufurd, however, resigned in July, and was succeeded by Mr. Honorius Grant as full Consul.

- d. One of the most important social events in the British community in Oporto at this time was an annual cricket match between the teams of Mr. W. R. Teage and Mr. H. Murat, which caused exceptional interest and excitement. This year the match took place in May, though in 1893 we find it held as early as March, but the proceedings invariably ended by Mr. Teage entertaining both teams to dinner at the "Factory House", the gathering numbering some 50 persons.

- 1892 a. This year will be remembered as that of the first "Burnay Sale", which had many repercussions in Oporto. One of those affected the supply of casks, and there was a great demand to secure empty casks returned from England. Many firms went to unusual trouble to secure empty casks of other shippers, and were prepared to pay the import duties into Portugal then appertaining of

Pipes	...	...	...	...	5s. 0d.
Hogsheads	...	...	...	...	3s. 6d.
Qr. Casks	...	...	...	...	2s. 0d.

This expense was balanced against that of Rs.12-15 as the cost of recoopering in Oporto, whilst the replacement of broken staves was inexpensive. It was the custom at that time for firms to identify their empty casks with some particular mark of their own, such casks being returned to Oporto free of duty, but the great demand for casks encouraged firms to defeat the law by registering their own mark and painting it over that of a rightful importer of the casks in order to enable them to import the casks as if they had emanated in the first instance from their own Lodges. This practice soon came to the notice of the authorities with the result that at one time it looked as if the re-importation of empty casks might be entirely forbidden.

- b. Cholera once again broke out in Portugal in the early autumn, and in September difficulties were again being experienced from the re-imposition of quarantine regulations, under which boats were allowed to enter the River Tagus to receive passengers and mails, though no passengers were allowed to land in Lisbon. At the same time passengers arriving at Barca d'Alva en route to Oporto had to submit to the fumigation of their entire luggage, though an ulster, if worn at the time, could usually be excused this performance. Travelling via Vigo involved similar difficulties, as it necessitated rising at 4 a.m. for the customs inspection and fumigation at Valença with the frequent loss of the train to Oporto, which in these circumstances was often not reached till 6.30 p.m.

- c. From the summer of this year to the end of 1894 Portugal wine brandy remained a serious difficulty, and as it was clear that brandy was soon going to be very scarce many firms blended spirit with Douro brandy in the Douro district. The Portuguese Government had formed an "Alcohol Gremio" (Guild), which demanded that 70% of the total consumption of alcohol should be imported from the Islands, where for some years the quality of the spirit had been almost conspicuous by its absence.

Each of the distilleries in Portugal was allowed a portion of the remaining 30%, but as soon as a distillery had sold its quota it was forbidden to trade until the other distilleries had disposed of theirs. The purchaser was unable to select his spirit, being compelled to take what was allotted to him, and the price of all alcohol was the same regardless of its quality.

- 1893 a. Early in May the coopers of one firm in Oporto came out on strike on the ground that the firm in question was making casks for another firm, whose coopers

had struck. As trouble seemed likely the firm enlisted the good offices of the administrador, who persuaded the men to return to work with the final remark: "If you want to get your bread, go and work!" The men were, however, once again persuaded to come out on strike shortly afterwards, but the presence of Civil Guards was effective in restoring order and saving the position generally.

- b. Mr. Roderick Dow, son of Mr. James Ramsay Dow, became a Partner in Messrs. Silva and Cosens.

- 1894 a. At the beginning of the year the Camora decided to dig up the beautiful garden in the Rua Nova dos Inglezes with a view to paving the ground and erecting a statue there.

- b. During March, Oporto was visited by Royalty with British Men-o'-War.

- c. As recorded earlier the supply of Portugal wine brandy and alternative spirits had become very difficult during recent years, and most firms now found themselves using Island spirit from the Azores, etc., for general purposes, whilst reserving what small stocks of Douro brandy they possessed for their better wines and special *tonels*. In addition to Island spirit, extensive use was being made both of Berlin spirit and Spanish spirit, when the difficulties became acute in the summer of 1894. Attempts were made in November to form a spirit monopoly, which seems to have caused universal misgivings, as a meeting was held at the Commercial Association in Oporto, which body sent a commission to Lisbon to urge the Government to forbid the monopoly and lower the duty on imported spirit.

- 1895 a. The winter of 1894-1895 was one of the coldest on record both in London and Oporto, and it is worth mentioning that no such weather recurred until the winter and spring of 1939-1940, when snow fell in Oporto in the early part of 1940, the first time for 40 years, if the Press reports of the day may be taken as accurate. In Oporto the temperature rose to 36 degrees on 18th February, and early in March a serious *Cheia* was experienced there, which reminded many of the famous *Cheia* in 1860. In 1895 much harm was done, as vines were uprooted wholesale, and near the River Douro often only the tops of the larger trees were visible. One of the effects of the exceptional weather was that the overland mail was stopped owing to the railway line being blocked with snow.

- b. In May the coopers and lodgemen in Villa Nova de Gaia once again came out on strike, which resulted in the administrador calling a meeting of the shippers at the Commercial Association in order to obtain their views on the position. Amongst those who attended the meeting was Mr. Pestana, who had played such a prominent part in the attempts to establish the Port Wine monopoly in 1889, and he appears to have taken a keen interest in the troubles under discussion. All the men were anxious to work, but they were prevented from doing so by a lot of idle ruffians, who stopped them from entering Villa Nova de Gaia. As, however, the various firms were willing to pay more for their casks in any case the men returned to work after a few days.

- c. At this time there was a train from Vigo at 9 p.m., which connected with the early morning mail and thus enabled passengers to reach Oporto at 8.30 a.m. The journey involved a long wait at Valença, but supper was usually procurable at the hotel there.

- d. During May a freight war arose on the Liverpool service, which on one occasion caused wine to be carried to Liverpool free of freight, whilst at the same time paying only a nominal freight for through traffic.

- e. This year there was an exceptional apple harvest in England, which in view of the demand for empty casks for the manufacture of cider caused the price of empty Port Wine pipes to advance to the then high figure of 18s. 0d.

- 1896 a. During the spring the Trade saw the death of an outstanding character in the Douro district, when Donna Antonia Ferreira died of pneumonia at Regoa on 26th March. She had been twice married, her first husband being Antonio Bernardo Ferreira and her second Francisco Jose da Silva Torres, who renamed their famous Quinta "Vesuvio" after it had for many years been known as "Quinta das Figueiras". After her death her business was administered by her son-in-law, Jose Claro da Fonseca, but she will always be remembered as a generally beloved personality,

whose commercial instincts had enabled her to become the proud possessor of one of the finest stocks of old Port Wine ever seen in the Douro district.

- b. At the end of the year the financial position in Portugal became far from happy as the Exchange was very low and promised to become still lower. This position persisted until April 1897, when, as anticipated, it fell still lower, and by the spring of 1898 the difficulties had become intensified by the Boer War to such an extent that for a time no rate of any sort was obtainable.

1897 In the earlier part of the year brandy once again occupied the attention of all concerned as it was far from plentiful, and quantities were being sold in Denmark at the then very high price of £50 per pipe. Island spirit was still much in use as it was cheaper than any foreign spirit, the price of fair quality Island spirit being 132 Milreis as against 200 Milreis for duty paid foreign spirit. German spirit was perhaps the most popular of the foreign spirits at the time, but Danish spirit tended to improve in quality and at a strength of 80-85 degrees was stronger than German spirit.

1898 a. It may be mentioned *en passant* that at this period the freight to Dublin via Liverpool was no less than four times that charged by boats running direct from Oporto to Dublin.

- b. Although at the end of 1897 there had been exceptionally stormy weather, resulting in two boats being wrecked at Leixões, this year will be remembered as one of great drought.

1899 a. At this time it was still permissible to return Port Wine to Oporto from Bond in England, but it was necessary to obtain a declaration from the Portuguese Consul that the wines were genuine Port Wines which were being returned for the purpose of fining or refreshment.

- b. In the middle of August, Portugal found herself once again faced with a cholera plague, which threatened to interfere with shipping as well as incapacitate the gallegos from coming over for work at vintage time. With due celerity sanitary regulations were issued, but there were indications that they might lead to disturbances in various districts.

A "Sanitary Cordon" was established, and no one seemed to know how they were going to reach the Douro district for the vintage, as no "Lazarettos" had been opened for the purpose of enabling anyone to pass through quarantine before leaving Oporto, so at the time it seemed probable that anyone wishing to go to the Douro district would be subject either to medical inspection or disinfection.

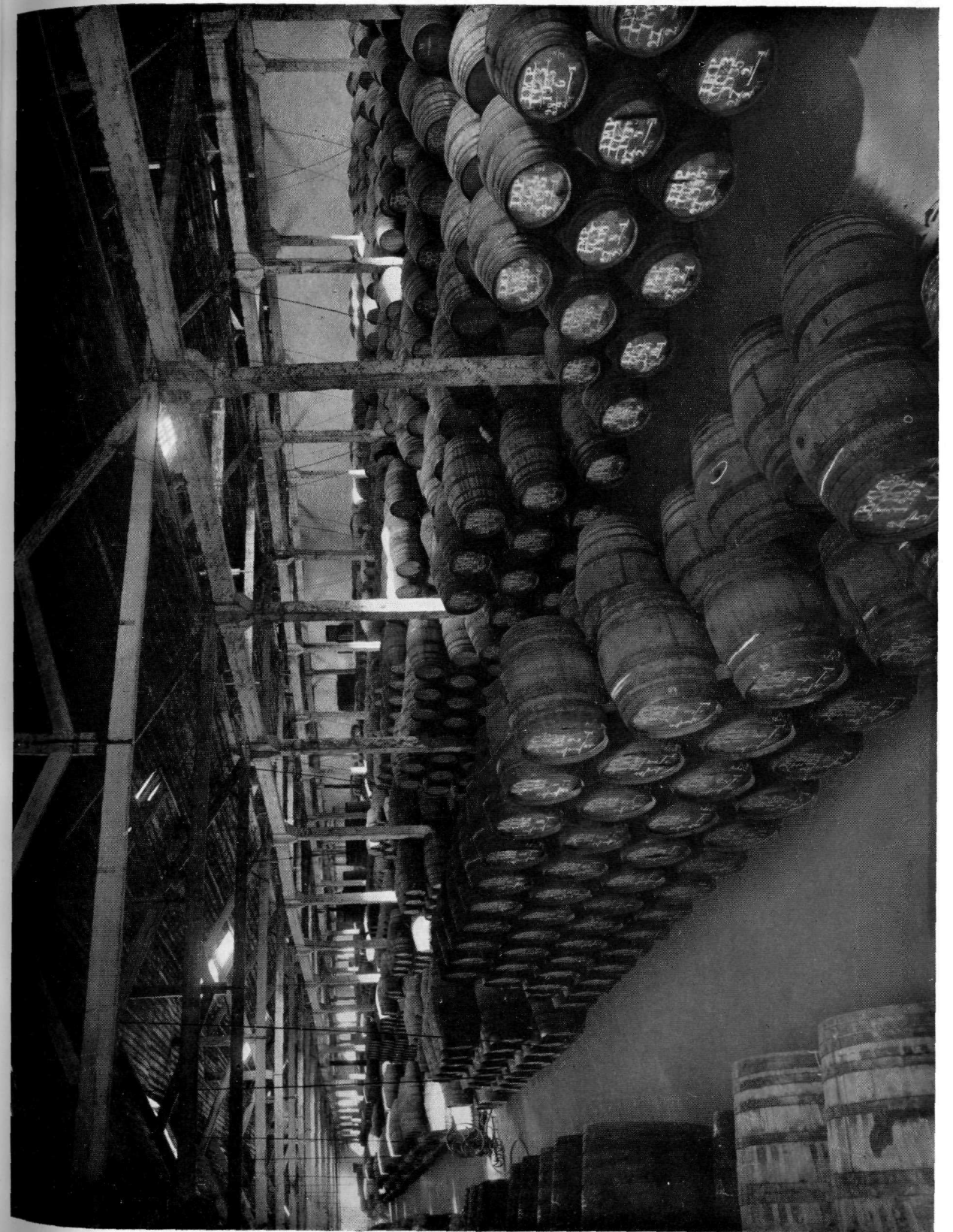
By 29th August, however, no fresh cases had been reported, and the inhabitants of Oporto thought little of the epidemic. But in spite of this attempts were made to stop all shipping because of the plague, and as the days proceeded the sanitary regulations became so irksome that the desirability of making suitable representations in Lisbon was considered, not only on the ground that the regulations were absurd, but also that having been condemned by experts as unreasonable they should no longer be enforced.

- c. In view of the difficulties that had been experienced in recent years in connection with Portugal grape brandy it is interesting to note that by the end of the century foreign spirit was becoming almost unobtainable, whilst the price of Portugal brandy, which was then 135-140 Milreis, was falling rapidly.

- d. At this period the Sud Express used to arrive at Pampilhosa, where passengers change for Oporto, at 2.30 a.m., making it necessary to catch the 4 a.m. train on to Oporto, which was reached at 7.15 a.m.

- e. Two famous members of the firm of Silva and Cosens died this year, one being Mr. Edward Silva, who died in London on 23rd May, and the other Mr. Frederick W. Cosens, who died in December, and whose son, Mr. Philip John Cosens, became a Partner in the firm on the death of his father.

1900 a. In the middle of February there was a severe *Cheia*, when the River Douro rose owing to a sudden change in the weather and the amount of snow on the hills up country. No advice of the position had been sent from Regoa to Oporto as usual, with the result that vessels, steamers and lighters were carried away from their moorings and sunk. The damage was enormous, as it was the biggest and most



The interior of a Wine Lodge.

sudden *Cheia* that had been experienced for many years, causing more damage than that of 1860 owing to the lack of preparation for it. The ss. "Sir Walter" sank just by the bahnas and was entirely submerged, though without loss of life, and the only steamer that was neither wrecked nor damaged was the ss. "City of Cork".

The *Cheia* started on 15th February, but it had begun to subside by the 26th and it was immediately followed by a serious epidemic of influenza.

b. December opened with great celebrations in Oporto in view of a visit to the city by the King and Queen of Portugal.

1901 a. At this period "brown finings" were much favoured in the trade for Port Wine, their purpose being to obliterate the "youth" and "pinkness" of cheap wines, but it is questionable how far they achieved their object satisfactorily. They certainly removed the "pinkness" of a wine, but produced in its stead an unpleasant yellow, greenish colour, which was not brown and was foreign to any natural colour found in Port Wine. They were used primarily in tawny wines, but they militated against the true flavour of any wine in which they were used, and caused a risk that consumers would in time fail to recognise the genuine colour of Port Wine. They were prone to cause an unduly heavy deposit in a wine fined with them, but as long as wines so treated were not blended with wines fined in a more recognised manner the results remained in good condition. If, however, such a blend as described was made it went thick, only to fall bright after throwing a heavy deposit like a blanket in the wine.

b. In March the Russian Government decided to double all duties in that country.

c. During the spring the Portuguese Government proposed the subsidisation of a Company to be called the "Companhia Vinicola do Sul de Portugal" (The Wine Company of the South of Portugal) for the purpose of the protection of the farmers in the south. The subsidy was to be 50 Contos per annum, and the Company was to be exempt from paying the Industrial Contribution, but in view of the antagonism which the project aroused in the north of Portugal it seemed unlikely that it would materialise.

d. During the latter part of the year Portugal brandy once again came into the limelight. At this juncture its price was 83 Mil., which was considered cheap, but this happy position was not destined to last for long, as at the end of 1902 a virtual "corner" in brandy was made in Oporto, and although attempts were made to fight it by a combination of shippers they do not appear to have met with much success, as at the beginning of 1904 the price had risen to 210 Mil.

e. This opposition was, however, largely instrumental in the formation of "The Port Wine Shippers Association" in London at the end of the year, membership being confined to British Port Wine shipping firms.

1902 Capt. Sebastian Gassiot of Messrs. Martinez, Gassiot & Co. died on 10th July, and after his death the business was offered for Public Subscription.

1903 a. About this time the "Oporto British Club" was founded in Oporto, and its formation seems to have aroused a certain interest largely because of an article which appeared in the wine trade press, which many thought to be an attack on the "Factory House" of Oporto (see also p. 9).

b. During the autumn, business generally was poor, and leading shippers were offering their wines as low as £18 per pipe in some cases, whilst a special and extensive business was being done in Liverpool in wines as cheap as £12-£16 per pipe.

c. In November the ss. "City of Lisbon", which traded frequently between Oporto and Liverpool, was wrecked in a collision in the Mersey, but fortunately it proved possible to transfer her cargo to another steamer.

1904 a. In February the Norwegian Government raised the duty on Port Wine from £4 to £11 per pipe.

b. At this time the cost of sending a post sample to Oporto from London was 2s. 6d.

c. On 15th November the King of Portugal arrived in London on a visit.

1905 a. "The Port Wine Shippers Association" of London took one of its first important steps in protection of the trade by bringing a prosecution for selling Tarragona wine as "Port".

b. During the spring the appointment of Rev. H. D. Albertanson was first considered

for the Chaplaincy of the English Church in Oporto, which position he subsequently held for many years.

- c. There was in these days no legal definition of the name "Port" in Great Britain, and at the end of the year we find the Port Wine trade being consulted by the British Foreign Office in this respect. No definition did in fact exist until one was included in the Anglo-Portuguese Commercial Treaty Acts of 1914 and 1916 (vide the later Chapter "Port and the Law" p. 77).

1906 a. Up to this time it had been the custom of Port Wine shippers to collect by any means at their disposal but always rather "surreptitiously" samples of the vintage Port offered by their competitors at the time they were first shown, but since then a more candid system has come into being, under which shippers exchange complimentary samples with their competitors.

- b. During October the Portuguese Government put forward a proposal for the fiscalization of shippers' lodges, and leading members of the trade in Oporto visited Lisbon to offer their assistance to the Government in the framing of the Act contemplated. The proposal involved temporary difficulties, as wines from the Douro district were being stopped on their way to Villa Nova de Gaia, whilst those from the south of Portugal entered the Commune without such restraint.

1907 a. "The Port Wine Shippers Association" had hitherto been a body comprised solely of British firms in the Port Wine trade and functioning solely in Great Britain, but in February the Association invited its British colleagues in Oporto to form a Committee there for the purposes of liaison with it, such Committee subsequently becoming "The Port Wine Section" of the British Chamber of Commerce in Oporto.

- b. During March the duty on Port Wine entering Russia was raised to £60 per pipe, which was an exorbitant figure. Prior to this a good trade had been done in Port Wine in Russia, to which country many of the most expensive wines found their way. Efforts to get the new duty reduced proved of no avail, as it was intended to encourage the Russians to consume more of their domestic wines, with the ultimate result that it was not long before genuine Port Wine was almost unobtainable in Russia.

1908 a. During the spring we find a new Licensing Act being brought before the British Parliament which created a furore all round, with the result that meetings were being held on all sides in the hope of occasioning its withdrawal.

- b. On 11th April the Opera House at Oporto was destroyed by fire, but the cause seems to have been unknown. This loss was unfortunate and much regretted by all in Oporto as the operas played there were not only highly popular amongst an unusually critical audience but also many comparatively unknown singers of outstanding merit appeared there; it was, however, not unusual to find the earlier appointments for the season's castes unacceptable to the audiences, who lost no time in conveying to the management as well as the artiste concerned that the selection had not been a fortunate one and that a substitute would be welcome in future!

- c. During November, Dom Manoel, King of Portugal, paid a state visit to Oporto and was very well received. A committee of 15 persons presented an address of welcome to him and a reception in his honour was held at the "Factory House."

1909 a. The end of the year will always be remembered as providing one of the greatest *Cheias* on record after it had rained almost consistently from the last week of September until Christmas, with the result that the street in Villa Nova de Gaia down to the River Douro known as the "Freiras" had become a sort of permanent torrent for most of the late autumn. The river had been steadily rising till it reached within a few feet of the lower footbridge crossing the river.

Many Lodges near the river were completely flooded, whilst houses on its bank in Oporto were buried in silt and later had to be excavated with spades. Steamers were swept from the river wholesale in spite in many cases of being secured to the quay by the Custom House with anchors and steel hawsers and having their engines running full steam ahead against the current. One of these was the ss. "Douro", which had plied for so many years between Oporto and England under her much beloved skipper Capt. Walsh. She was swept out to sea in spite of all precautions, only to be wrecked on the rocks on the south side of Leixões Harbour. The author

returned to England with Capt. Walsh by the next passenger steamer leaving Leixões, and it was hardly surprising that tears should have been seen rolling down the old man's cheeks as he sailed past the wreckage of a ship which for so many years had been his ideal and his home.

When the *Cheia* was at its height it became impossible to cross the bridge to Oporto from Villa Nova de Gaia, as by this time it was no longer safe and at any moment steps might have had to be taken to ensure that its collapse did as little damage as possible. The river was running fast in spite of its height, and opposite the Custom House submerged rocks appeared to have been responsible for the formation of a whirlpool and the casting up of a tongue of water in the reverse direction to the current.

The damage in the Douro district was serious as many Lodges were flooded out and suffered structural damage. Tonels were completely buried in places and casks of wine were washed down the river out to sea. The entire stretch of beach between the bar at Foz and Leixões was littered with a great mass of wreckage washed in from the sea. Apart from the casks from Lodges up the river and in Villa Nova de Gaia, nearly all the lighters in the river with their cargoes had suffered catastrophe, and it was not uncommon to find casks being retrieved from as far north as Vianna do Castelo still full of wine.

It was not long before shippers were able to assess the damage they had suffered and deal with the situation, but the position was not made any easier by the damage done to the railway in the Douro district at the same time, which resulted in trains being unable to get farther than Mosteiró, and a good period elapsed before normal work could be resumed.

1910 During the autumn a certain amount of rioting occurred in Portugal owing to the political situation in that country, and although it started in Lisbon in October all was quiet in Oporto at that time. In the middle of the month, however, the trouble spread to Oporto, and the coopers went on strike for double wages. On 29th October they persuaded the lodgemen and bottle washers to come out in their support, but the enthusiasm of the latter two sections of workmen was not great and they were expected soon to return to work. The situation was, however, far from satisfactory, as it was then anticipated that a tram strike would also start on 1st November. Many thought that British property might be imperilled and to obviate this risk the British Government despatched certain naval units both to Lisbon and Oporto, but the British residents in Oporto were not entirely satisfied with the ship sent there as she was too large to cross the bar of the River Douro and reach Oporto itself.

1911 a. Another *Cheia* occurred late in December, 1910, and owing to the rough sea it seemed unlikely that shipments could be resumed until early in the New Year. The river had risen as much as ten metres in four hours at Lobazin. A serious accident occurred at the same time, when two tramcars had the misfortune to run into the river and cause the death of 14 persons.

- b. There was a sad conclusion to the year in the death of Mr. Cabel Roope, who passed away on 17th December after an active life in Oporto, during which he had established himself as a leader of the trade and an exceptionally popular and humorous character.

1912 a. During the early part of the year the trade in Oporto found great difficulty in procuring "Crown Memel" oak for casks, as the wood was being largely used by the brewery trade and also for the purposes of wainscoting, which latter commanded a high price.

- b. The question of wages for Lodge employees and others remained a difficulty for some months and culminated in a general strike of coopers in Oporto in October, but it was brought to a speedy conclusion by the employers demanding that they should all return to work before 28th October, failing which all Lodges would be shut and no workmen employed until the coopers returned to their posts.

1913 a. The death occurred in February of Mr. George Warre of Messrs. Silva and Cosens. Mr. Warre had for many years been unusually prominent in the Port Wine

trade of Oporto, having joined his firm in 1868. He was the only son of Mr. George Warre of Messrs. Warre Bros., Oporto, who died in 1851.

- b. In December we find France considering the advisability of passing a law to enact that no wine should be called "Port" in France unless it came from Oporto, as at that time only one-sixth of the "Port" consumed in that country was imported, many of the concoctions being made in the south of France largely from Algerian wines.

- 1914 a. On 4th August Great Britain declared war against Germany, and the Port Wine trade found itself faced with various difficulties. In the early days there was not unnaturally a certain amount of general confusion in commercial and financial circles in London, and from 4th August no acceptable War Risks Insurance for shipments of Port Wine was obtainable, but the trade was not long in settling down to meet the new conditions with which it was faced.

The banks closed for two days on the declaration of war and the British Government published a Moratorium Proclamation on an optional basis, of which advantage was largely taken. In the meantime the War Risk Rate of Insurance fluctuated almost from day to day, and by 10th August had risen to 105s. 0d.%, but on 14th August it fell to 42s. 0d.% and on 18th August to 20s. 0d.%, with indications that it was likely to go even lower.

Firms in London rapidly found their staffs being depleted in the rush to join one of the Services for the duration of the war, an example which was soon to be followed by the younger men in the Port Wine trade in Oporto.

- b. This year will always be remembered for the passing of the first Anglo-Portuguese Commercial Treaty Act in November, which for the first time in history established a definition of Port Wine. This Act was strengthened by a second Act passed in August, 1916.

- 1915 The real difficulties of the Trade started, however, in September, 1915, when all clearances from Bond were by law reduced to the average of the past 3 months, which in many cases gave a quite insufficient quantity for the proper conduct of a business. In November prices in Oporto began to rise all round, whilst in Great Britain hours of sale had been restricted and bottles were becoming very scarce and expensive. Restrictions of all sorts seemed almost daily occurrences, and shippers found it no easy matter to conduct their businesses with proper prudence for the future under these conditions.

- 1916 a. Further restrictions were expected in February with the result that wine merchants were beginning to order their requirements ahead in excess of their normal needs, so shippers in their own protection started to raise their prices, especially for the lower quality wines.

The supply of casks promised shortly to become a very genuine difficulty, and we find contracts being placed for empty casks for return to Oporto from England at about 32s. 6d. per pipe and 18s. 0d. per hogshead.

By March whisky and other spirits had become very highly taxed to help provide the Government with money for munitions, so the public, especially the working classes, began to consume more Port Wine.

- b. Whilst the war brought its difficulties in many ways it also brought its blessings, and not the least of these was the Anglo-Portuguese Commercial Treaty Act, which strengthened the Act passed in November 1914. (For further information on this see p. 77).

- c. At the end of the year it became clear that a great curtailment of business might be expected in the near future owing to Government activities, etc. Men were being taken for the Services and being sent overseas, ships were sailing at longer intervals, the railways were having to refuse goods not necessary for the conduct of the war, and it was anticipated that all these troubles would develop at a time when stocks of wine in Oporto were short and there was all too little wine on the market in Great Britain.

- 1917 When 1917 opened the first further handicap to trading was found in the limitation of clearances from Bond in January to half those of the previous year, and in the following April firms were limited to 50% of their 1913 importations. For at this juncture British shipping was rapidly getting less owing to the damage being

done by German submarines, whilst the few neutral vessels running could not be insured. By November the position of shipping had become critical, and many of the regular steamers trading between Oporto and England had been sunk by enemy action. To add to these difficulties prices of all Port Wine were rapidly rising, but the demand remained exceptional in spite of that.

- 1918 a. Early in 1918 Port Wine was still scarce in Great Britain, whilst at the same time firms in Oporto found themselves short of labour in their Lodges. The larger shippers studied every means for bringing Port Wine to Great Britain, and many chartered sailing vessels for this purpose not without success, though the safe arrival of the freight could at all times only be regarded as problematical. It is on record that one such boat, the "David Morris", sailing to Exeter loaded with Port Wine, stumbled across the path of a German submarine in the Bay of Biscay, which surfaced at close range to inspect her. It evidently thought, however, that so insignificant a boat could hardly be playing a major part in the conduct of the war and allowed it to pass unmolested, but if the nature of the cargo had been disclosed it is not unreasonable to suppose that the capture would have been duly celebrated from the contents of the hold.

On this trip the "David Morris" was given up as lost by those interested when she had become very much overdue at Exeter, but it was subsequently found that her delay was due to Admiralty orders, which sent her en route to an Irish port. She sailed into Exeter, however, in due course and was afforded a very special welcome.

It had been difficult to ship Port Wine to London owing to naval restrictions in the Straits of Dover, but cargoes were safely landed at various ports not previously used by the Port Wine trade such as Swansea, Cardiff, etc., in spite of the unsatisfactory unloading facilities at such ports.

- b. The general difficulties of trading at this time were increased by the closing of the frontier between Spain and Portugal early in April, which necessitated the absence of any mail to Oporto for the time being.

- c. Shipments from Oporto to New York, U.S.A., were being made by sending the wine to Lisbon by rail for shipment from there, but a strike on the railway necessitated other means of transport being found.

- d. During the spring, wages were rising in Oporto, where labour was short owing to the war, and emoluments of 360 Reis had risen to 700 Reis. At the same time the exchange was in a very uncertain condition, whilst wine was more expensive owing to the weather prospects for the coming vintage. Portugal grape brandy had risen to 300 Mil. per pipe, and casks were costing more owing to the higher prices of wood, iron and labour. Firms had dispensed with the services of some of their coopers when shipping became difficult, but in June work was available for them again. By this time, however, there were insufficient coopers, and as the demand for them was great they called for higher wages. This position culminated in a partial lock-out of coopers in Villa Nova de Gaia in August, and firms who employed them found it necessary as often as not to pay 25% more in wages, whilst lodgemen commanded a further 100 Reis per head, making a total of 800 Reis.

- e. In the middle of June, water was becoming very short in Oporto owing to the lack of rain, which was unfortunate as at the end of July a bad fire occurred in Villa Nova de Gaia resulting in loss to more than one firm of shippers. Some 1,500 pipes of Port were destroyed, and the quantity would no doubt have been greater had it not been for the fact that there was no wind at the time. A few days before this the Military Hospital in Oporto had been partially burnt out also owing to the lack of water.

- f. During July, rates of freight continued to rise, but wine merchants were willing to ship at any rate owing to the high demand for Port Wine in the British Isles. Steamers were, however, at that time very few and far between. The Government refused to lower the then rate of £15-16 per pipe on the steamers sent out by it, and many of the boats sent out to fetch Port Wine were being commandeered for foodstuffs, of which there was a shortage in Oporto. Even as late as October freight rates were still very disorganised, and we find four steamers to Liverpool quoting simultaneous rates of £18, £20, £24 and £26 per pipe respectively. Boats were also frequently

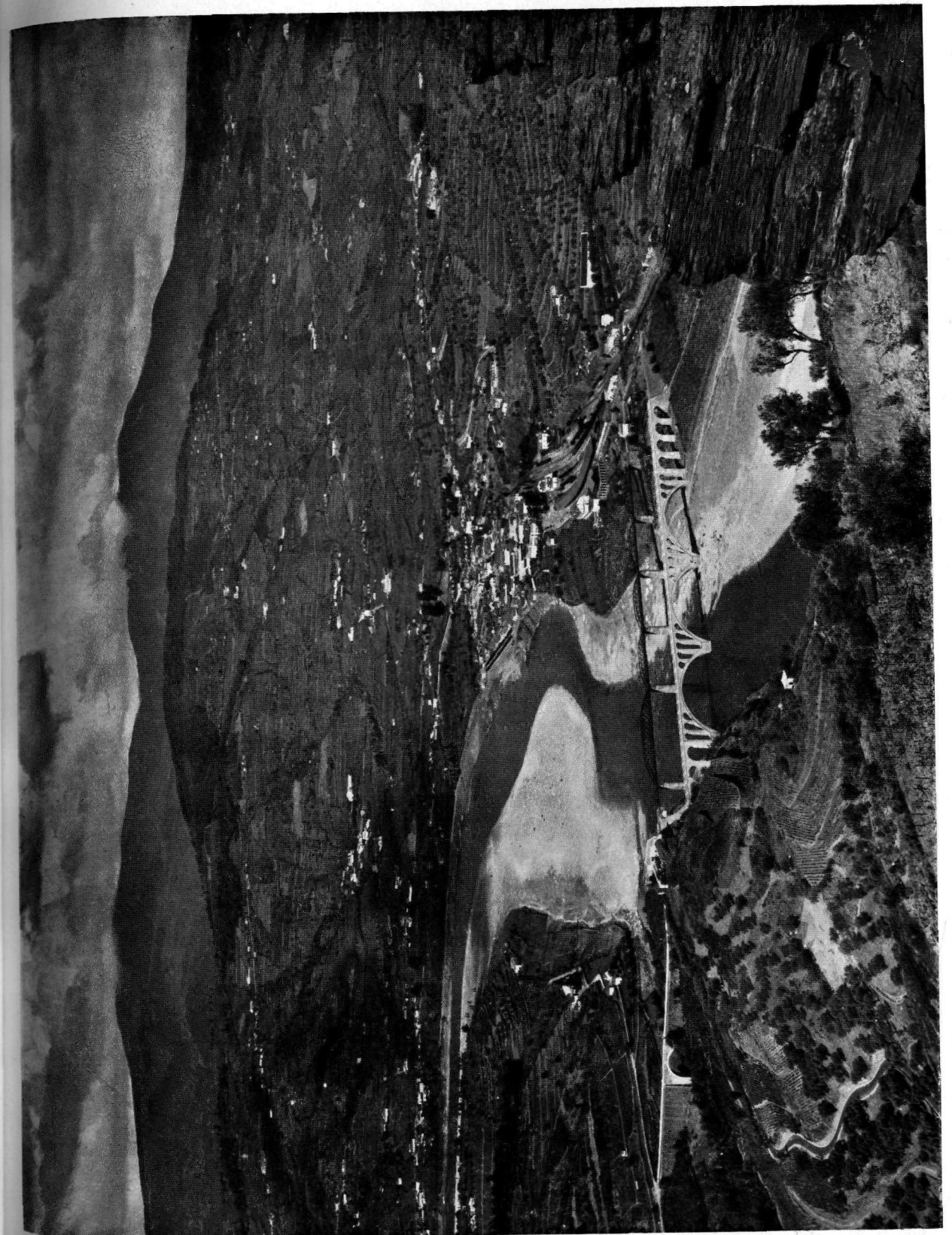
reported as likely to go to Oporto, but many had to change their programme at the last moment and failed to arrive there as advertised.

- g. At this time travellers to Oporto from England could only undertake the journey if possessed of a special Government Permit, but this appears to have been readily granted to schoolboys returning to their parents in Oporto for their holidays!
- h. During the autumn, clean old wine of any quality was becoming all too short in Oporto with the result that wine with any age was commanding 500 Mil., whilst any really old wine fetched 800-1,000 Mil., and taxes in Oporto were doubled this year. But this was not the only trouble, as at a time when the production of new casks in Oporto presented several problems, the return of empty casks from Great Britain became increasingly difficult owing to the indisposition of the British railway companies to carry them to London for shipment.
- 1919 a. The war ended at 11 a.m. on 11th November, 1918, when the "Cease Fire" was sounded, but its conclusion left the trade in Oporto and elsewhere in a very unsettled condition, and throughout the next few years strikes and various forms of civil commotion were constant. Early this year a small civil war began in the neighbourhood of Villa Real, and newspapers had to be censored. A monarchy which had been proclaimed in Oporto, was received enthusiastically by some, but no news of support from Lisbon was received. The promoters of the movement in Oporto had gone so far that it looked as if they could not draw back, and trouble was therefore expected.
- It was impossible to trade at this time because the banks in Oporto in the absence of news from Lisbon preferred to remain inoperative. On 13th February, however, a counter-revolution started in Lisbon, and within two hours information was received in Oporto of the establishment of a republic. All remained quiet in Villa Nova de Gaia as the fighting had taken place at the Batalha; rockets and rifles were being fired in the general excitement and all the shops were closed, but the conspiracy came to a rapid end when the city of Oporto was filled with troops. Oporto was quiet within a week but no mails were coming through, which did not perhaps matter as much as might have been expected as the river was flooded at the time and shipping was impossible.
- b. The summer in Portugal was not without its crop of strikes, as on 22nd May the coopers in Villa Nova de Gaia came out and the lodgemen did likewise in sympathy, causing many firms to close their Lodges. The lodgemen, however, returned to work on 27th June with some of the coopers, though further trouble with the latter seemed probable, and in the meantime a typical disturbance between the strikers and the authorities had resulted in the death of two men. After a brief return to work the coopers came out on strike again, but they returned during the first week of July. At this time the men employed on the railway to Lisbon were on strike in addition to those on several minor lines, but the Douro railway continued to operate, although the men seemed somewhat restless.
- c. After the war shipping facilities rapidly improved, but as in the meantime shippers had overflowing order books of wines waiting to be shipped, shipments assumed gigantic proportions and the London Docks became seriously congested as the result. The high rates for leakage insurance gave some indication of the lack of care with which cargoes to Great Britain were being handled, but these shortcomings were found also in the outward cargoes to Oporto of returned empty casks, many of which owing to rough handling and bad stowage arrived with broken heads, chimes and staves. Steamers were being loaded with clamps instead of slings, thus increasing the strain on the casks.
- d. For many years it had been the custom of Port Wine shippers to bring over from Oporto, for Christmas presents to their customers and the personal use of their London partners, such delicacies as preserved fruits, olives, etc., but during the war the export of such commodities had perforce been forbidden. In August, however, it once again became possible to ship Portuguese sardines, olives and preserved fruits under a special customs permit, but this facility did not extend to eggs, hams and tongues.

- 1920 a. The year opened unfortunately for the trade, as from Christmas until well into January it proved impossible to ship any wines from Oporto owing to a Portuguese Government decree which sought to regulate the exchange.
- b. The position of labour generally had remained unsettled since the end of the war, and this year was a particularly bad one for strikes all round, as in the early spring in addition to various strikes in Oporto there were others on the Douro and Minho railways as well as one in the Post and Telegraph services in Oporto. The wages of the lodgemen had been raised by August, but their unions remained dissatisfied. The country was in a bad state, there being tram strikes during August both in Lisbon and Oporto, and various minor strikes in a good many other places.
- c. When the Portuguese Government was considering raising an internal loan of £3,000,000 the Camara of Gaia put a 1% ad valorem tax on all re-exports from Gaia, so a committee of Port Wine shippers went to Lisbon to protest against it, and after a meeting at the Commercial Association in Oporto it was decided to suspend shipments as from 25th August.
- This coincided with a strike of the men employed on the river, which did not end till the first week of October, whilst the trains on the Douro railway were very uncertain and were being run by the military. This may not have been without its advantages for the soldiers, as the following February there was another strike on the river which necessitated their being called upon to load the steamers; they seem, however, to have had an opportunity of returning to their normal duties a month later (March 1921), when it was considered necessary to hold troops in readiness to deal with disturbances as a few bombs had been thrown in various quarters of the city of Oporto.
- 1921 a. At this time the markets of France, Norway and Russia remained closed to the Port Wine trade.
- b. During February a testimonial in favour of Mr. Honorius Grant was heavily supported, as after many years in Oporto both as Lloyds Agent and a highly successful and popular British Consul he was due to retire at the end of the month.
- 1922 a. After a period of exceptionally high prices and costings the Trade now began to see brighter days in these respects, though Portugal grape brandy was costing 600-1,000 Mil and workmen were being paid 30 per cent more in wages; this resulted, however, in a steady and appreciable fall in selling prices, mainly for the cheaper wines, as the shortage of fine wines persisted at this juncture. This position was not maintained, however, in respect of Portugal brandy for long, as a great deal of consumo was being shipped to France, Spanish wine not being allowed into France in the absence of any Commercial Treaty between the two countries. So it is perhaps not surprising that the prices of Portugal brandy should have shortly risen to 1,600 Mil. with the prospect of becoming still more expensive in the near future.
- b. During July considerable apprehension was caused amongst shippers by a Portuguese decree enacting that they should pay a deposit to the Bank of Portugal of 60-65 Escudos per pipe before being allowed by the Custom House to ship the wine. The duty was to be recoverable within 10 days after sealing the value of the shipment, 50 per cent of which had to be given to the Government either by the shipper or his bank.
- Several firms decided to make their protest by ceasing to ship, but the Government seemed determined to support the exchange. It was represented to them by the British firms that in many cases the stock in Oporto was owned by their London house and that in others no invoice passed between the houses on shipment of the wine. The Government, however, remained adamant with the result that the majority of firms recommenced shipping early in September, though it was found that there was considerable delay in the actual shipment of the wine in view of the formalities involved.
- c. Although shipping had been brought largely to a standstill since July work was continued in the Lodges, but there was a great deal of discontent amongst the workmen. In July the coopers and lodgemen came out on strike only to return early in August, when their demand for an increase of 50 per cent in their wages was

mainly granted, which brought their pay nearly up to what they had been receiving before the war.

- d. The suspension of shipments during the summer caused heavy shipments during the autumn with the result that casks became insufficient. At the same time cheap wine was difficult to buy on the Oporto market and white wine was especially scarce. Taxation accounted for about 10s. 0d. per pipe in Portugal, and even such wines as were offered were often of quite inferior quality, so the task of the shipper was far from easy.
- 1923 a. Perhaps the most cheering feature of the spring was the announcement that the Norwegian market would shortly once again be made open to Port Wine after having been closed for some years, but whereas the trade had previously been conducted by private firms in Norway it was in future to be administered solely by the Norwegian Government through a department known as the "Vinmonopolet", which functions to this day.
- b. In November the death is recorded of Mr. A. J. da Silva, who for many years had been a prominent and popular Port Wine shipper in Oporto.
- 1924 The general reduction in selling prices after the war seems to have reached its downward limit during the autumn of 1923, but many shippers found it necessary to raise them again slightly a year later, and it seemed likely that the demand for fine wine at the time might exceed the supply.
- 1925 a. At the end of March the coopers in Oporto once again felt they were entitled to come out on strike, but this time they were met with a sterner attitude from their employers and the strike ended after a few weeks.
- b. During July the trade found itself invited to consider a proposal from a high quarter that Port Wines of low alcoholic strength (N.E.30) should once again be allowed to be shipped to Great Britain, but the shippers through their Association deemed the project highly undesirable and the matter was dropped.
- c. The sad death of Mr. James Robertson Rodger occurred in July. Mr. Robertson Rodger had for many years been one of the most popular Port Wine shippers, being a partner in Messrs. Robertson Bros. of Oporto (Brand "Rebello Valente"). His death occurred as the result of an accident whilst playing polo in London.
- 1926 a. The year 1926 will possibly be best remembered by reason of the general strike which was declared throughout the British Isles and which started at midnight on 3rd May. For all intents and purposes the conduct of the Port Wine trade in the United Kingdom temporarily ceased, but members of the trade were not slow to enlist in the many emergency services instituted by the Government for the purpose of carrying on the life of the nation. To this end it was by no means uncommon to see eminent Port Wine shippers playing their parts as bus drivers, policemen, engine drivers, dock hands, etc. The author sustained the role of a policeman, but it was problematical whether the high degree of human kindness bred of the consumption through many years of good Port Wine had not provided him with a lack of apparent ferocity which can be of such important service to the more active members of His Majesty's Constabulary.
- b. A prominent member of the Oporto colony of British Port Wine shippers, Mr. John Land Teage of Messrs. Cockburn, Smithes & Co., died on 24th April, and his death created a sad gap amongst his many friends. He will be remembered for his unstinted kindness to all, one of his more memorable actions being the presentation of the British Hospital in Oporto to the colony he loved so well.
- 1927 a. At the beginning of the year Portugal came to an arrangement with Great Britain regarding her war debts, which somewhat cleared the financial air between the two countries.
- b. During the spring the Portuguese Government decided to form the "Entre-posto" in Villa Nova de Gaia, this being the demarcation of the area in which most of the Lodges are situated. It involved the banning of the area to all wines which were not produced in accordance with the law of Portugal, and in general went far to uphold the tradition and best administration of the Port Wine trade. When the idea was first mooted there was considerable opposition to it and it caused a certain dissension between the shippers in Villa Nova de Gaia and the Douro farmers. Of the latter



View across the River Douro and of part of the Baixo Corgo; also the town of Rego.

some 750 went to Lisbon to favour the Minister with their views. In spite of this mass approach, however, the "Entre-posto" had started operations by August, though under heavy criticism, and has proved a benefit to the trade in many ways since then.

- 1928 a. The spring of this year will be remembered as being the occasion of an official visit paid to Lisbon and Oporto by The Vintners Company of London, whose representatives on their arrival in Oporto were conducted round the Lodges of various Port Wine shippers, whilst other features of their visit included a luncheon given them by the British Consul at the British Club in Oporto. They ended their stay by entertaining their many hosts to a dinner at the Grand Hotel, Oporto, and left the ancient city on 31st March.

- b. On 30th June the retirement of a prominent member of an old Oporto family, Mr. Cecil Page, is recorded. He had been a partner for some years in Messrs. Hunt, Roope & Co.

- c. On 26th May certain interesting relics of H.M.S. "Victory" were shipped back to England per ss. "Cressado", comprising Nelson's dining table, sideboard and wine cooler, which he had used in his famous ship during the Battle of Trafalgar. After the battle and the death of Nelson, H.M.S. "Victory" put back into Rosas Bay to refit, the body of the admiral being on board as Capt. Hardy had promised to bury him in England.

In order to make room for the fore-cabin to be rigged as a temporary mortuary chapel the furniture was removed and put on shore, when it was sold—possibly surreptitiously by the admiral's steward, Shevalier, for an irregularity of behaviour on his part is referred to in a letter from Capt. Hardy to Lady Hamilton.

The purchaser of the furniture was Admiral Henry Warre, who left the suite in care of his cousin, Mr. John Hatt Noble, who was then President and Treasurer of The British Association at Oporto, and at the sale of his effects the suite was bought by Mr. D. M. Feuerheerd, grandfather of the present owner, Mr. Laurence Feuerheerd, after it had been left to his father.

Mr. Laurence Feuerheerd loaned it to H.M.S. "Victory" at Portsmouth, where it was placed in the fore-cabin on 16th October, 1928, as it had stood there at the time of the Battle of Trafalgar.

The chairs of the cabin were found in Portugal. Both they and the dining table, sideboard and wine cooler were made of mahogany. The three latter pieces of the suite were made to Nelson's order and are so constructed that they could easily be stowed below when H.M.S. "Victory" went into action. The dining table, though large enough to seat several people, can be taken to pieces and placed inside the sideboard, which is built in three pieces.

- 1929 Early in June the "Transaction Tax" was abolished in Oporto and the "Taxa Industrial" ("Industrial Tax") substituted for it, thus bringing three different taxes borne by the Port Wine trade under one heading.

- 1930 a. During the summer the Norwegian "Vinmonopolet" sent an official invitation to the Commercial Association of Oporto, asking them to send over a deputation to consider with it matters which had previously been tentatively discussed by the two bodies. The deputation consisted of the president and five others, who found themselves invited to consider a proposal that the "Vinmonopolet" should receive samples from the 300 Port Wine shippers whose names at that time appeared in the official list of shippers, but as many of these possessed neither stocks nor Lodges the Commercial Association compiled its own list of firms which held a regular stock and shipped regularly, as distinct from the many speculators and other undesirable interlopers who then infested the trade.

- b. In the middle of July a serious fire occurred in Villa Nova de Gaia, when at 10 p.m. one night sparks from the steam tram which runs up and down the "Freiras" set fire to the Lodges of an old established Portuguese firm. The fire began on the roof, the sparks having found their way under the tiles, and it was not long before burning brandy was seen running down the gutters of the street like tongues of fire.

- 1931 a. During the year the question of Portuguese "Flag Discrimination" occupied the attention of all concerned, as the British Government felt dissatisfied with the special

advantages it claimed were being given by the Portuguese Government to steamers of Portuguese nationality and which in the British view constituted a breach of International Law. Representations continued to be made for some time without success, but before the end of 1933 the matter had been amicably settled between the two countries.

In the meantime it may be recorded that Great Britain had gone off the gold standard in September, 1931.

- b. On 10th December the Casa de Portugal was opened in London at No. 20 Regent Street, S.W., those present at the function including the Foreign Secretary, Sir John Simon, K.C., and many leading Port Wine shippers.

- 1932 a. At the beginning of the year there was little demand for Port Wine in Oporto with the result that prices both for wine and Portugal brandy fell appreciably. At the same time Stettin oak became cheaper, which encouraged many shippers to use it more extensively for their casks in the place of New Orleans oak, which had been favoured for some time.

- b. At this period an increasing trade was being done throughout the United Kingdom in wines imported mainly from countries of the British Empire, which were either fortified on arrival in Bond up to the maximum allowed by H.M. Customs and Excise, i.e., a further 10 per cent of their importation strength, or which were imported at abnormal strengths, especially in the latter case from South Africa.

Such wines were sold as "Brandy Wine" in order to attract the consumer of spirits and provide a product with an alcoholic "kick" at a lower cost than spirits, the duty on whisky at the time being 8s. 5½d. per bottle out of the retail price 12s. 6d. per bottle as sold to the public. But the Finance Act of this year forbade the use of nomenclature implying that such products were in fact spirit. This ban created considerable discussion within the Wine Trade, as it was felt by many that the harm, if it existed, lay not so much in the name under which such products were sold as in the products themselves.

- c. The Port Wine trade has as a rule little time in which to show much interest in racing, but considerable support was found to be forthcoming from it for a horse entered for the Derby this year, mainly because it rejoiced in the name of "Porto Fino". There is no evidence whether this support expressed a belief in some "Get-rich-quick" system, or whether it was merely attributable to a sympathetic understanding so frequently found to be bred of the consumption of good Port Wine, but it is on record that it failed to prove a financial success.

- d. In June a visit was paid to Oporto by leading members of the Dutch wine trade, who sought the consent of Portugal to the name "Port" or "Port Wine" being used in Holland on any wines which the Dutch Government on the advice of its experts considered worthy of the name, regardless of their country of origin or the district in which they were grown. It was, however, hardly surprising that the Portuguese Government should have found little attractive in the proposal to which it felt unable to agree.

- e. During the same month the Palace Hotel and Casino at the famous seaside resort Estoril were opened, and have since provided attractions for many who have visited Estoril from the United Kingdom and other countries.

- f. June will also be remembered as the month in which the Portuguese Government started an "Unemployment Fund", under the regulations of which all employees were compelled to pay 2 per cent of their salaries to it, whilst employers paid a further 1 per cent.

- g. In November a "Propaganda Tax" was instituted, to be administered by the Port Wine Institute in Oporto, the rate being Esc. 27.50 or nearly 5s. 0d. per pipe shipped.

- h. At the end of the year a re-organisation took place in the body representing the interests of the Port Wine trade in Great Britain and Northern Ireland. Up to this time the body, which was called "The Port Wine Shippers Association", had been open solely to British firms engaged in the Port Wine Trade, but it seemed to many that the time had come when it was preferable that the representative Association



should in future open its doors to all firms (or their British agents) engaged as Port Wine shippers in the United Kingdom, regardless of their nationality.

To this end "The Port Wine Shippers Association" was wound up and merged into a new larger association called "The Port Wine Trade Association". The tasks of the new association proved to be many, but perhaps not the least was that of preventing wines being sold as "Port Wine" when they were not wines conforming to the legal definition of Port Wine (vide p. 42).

"The Port Wine Trade Association" came into being on 1st January, 1933, with the author as its first Chairman.

- i. At the end of the year a serious attempt was made in U.S.A. to abolish "Prohibition" under the Volstead Act, but it failed owing to the requisite two-thirds majority in Congress not being forthcoming. The matter, however, again came up for review in November, 1933, when the necessary 36 States in America voted in favour of Repeal of the Act, with the result that "Prohibition" ended on 5th December, 1933, after an inglorious career.

Whilst it was in force it brought in its wake a large selection of evils and failed to achieve the real purpose for which it was intended. The American public had shown in no uncertain manner that it was not prepared in spite of the Act to be deprived so rigidly of the opportunity of obtaining alcoholic beverages, and amongst other evils perhaps the most potent was the formation of multitudinous secret bars, known as "Speak-easies", which were the homes of every sort of crime in the country.

This state of affairs naturally reduced the Port Wine trade in America to a very low ebb, as the greater part of the illicit trade done was in whisky, mainly spurious, but the repeal of "Prohibition" resulted in a large demand for Port to refund stocks.

- 1933 a. In January the Portuguese Government started the regional name "Estremadura" for wines made in the Lisbon area, which had formerly been known mainly as "Lisbon Wines", and the minimum alcoholic strength was fixed at 14 degrees Gay Lussac.
- b. On 9th June two new Government bodies, formed in Portugal for the supervision of the Port Wine trade, were officially opened under the names "Instituto do Vinho do Porto" ("Port Wine Institute") and "Gremio dos Exportadores do Vinho do Porto" ("Port Wine Shippers Guild"), and the first meeting of the committee of the former was held on 13th July, lasting from 11 a.m. to 7 p.m.
- In addition to these bodies a third body was formed under the name "Casa do Douro" ("Douro Department"), and the functions of the three bodies may very briefly be outlined as shown on p. 86.
- c. In July the Portuguese Government passed a new "Aliens Act", requiring visitors to report to the police within 48 hours of their arrival in Portugal and provide two passport photographs of themselves without a hat. If they remained in the country for more than a month it was necessary to obtain a "Permis de Séjour", whilst at the end of six months a "Bilhete de Identidade" ("Identification Card") had to be taken out.

- 1934 a. Since the cessation of "Prohibition" in America the wine trade there had been occupied in forming itself anew, and it is on record that on one occasion, when wines were being rushed out there, no less than 20,000 cases of Port Wine for one firm left London 2½ days after arrival of the wine in cask from Oporto, having in that time been bottled and cased, which must be almost a record of speed and efficiency in the work of the London docks.

About the same time a suggestion was made that in future all wines for America would perforce have to be bottled in Oporto, but in view of the strong representations made the suggestion was not adopted.

- b. During the spring dissatisfaction was being felt in certain quarters that orders for Port Wine were not being placed fairly by the Norwegian "Vinmonopolet", to whom representations were made. This resulted in conversations between Portugal and Norway on the whole question of the trade in Port Wine, as the outcome of which it was agreed that not more than 5% of the purchases of the "Vinmonopolet" should be of the cheapest wines under £28 per pipe, with the stipulation that even of that quantity the lowest price should be £26 10s. 0d. per pipe.

c. In May an International Commission met in London, one of the functions of which was to consider the question of wine nomenclature. The Empire wine interests took advantage of the occasion to try and establish that all wine names were no more than generic, but the representative associations of European wines accepted the challenge, and the attempts made by the Empire wine interests to acquire in a recognised manner the property and goodwill of the European section of the wine trade failed, the British Government having played little part in the proceedings in the main other than that of an observer.

d. During the summer the leading Association of the wine and spirit trade in the United Kingdom, "The Wine and Spirit Association", re-organised its constitution in order to make itself more representative of the various interests of the trade, and one of the first things done by the reconstituted body was the issue of a "definition of wine" in the following words:

"Wine is the alcoholic beverage obtained from the fermentation of the juice of freshly gathered grapes the fermentation of which has been carried through in the district of its origin and according to local tradition and practice."

The wisdom of taking this step lay in the unrestricted use of the word "wine" which was prevalent at the time, especially in description of the synthetic product "Sweets", better known at the time as "British Wine".

It can be shown that for some centuries the word "wine" has been recognised as applicable to products fermented from things other than the grape, and through the years it has been common practice to describe the fermented juice of herbs such as the dandelion, cowslip, etc., as "wine". On such occasions the products as often as not were made by the rural community for their personal consumption, and as they were at any rate fashioned from freshly picked herbs there may have been an intelligible reason for the extended use of the word "wine". The modern so-called "British Wine" in commercial use is, however, a very different product, being made from imported musts in various degrees of solidity to which at some juncture or other is added British water—as opposed to rain, which has in the case of the grape passed through the vine and given mankind its benefits.

If the word "wine" is to be applicable to so wide a range of products as "Sweets" and "Farmhouse herb wines", it would seem to express little more than an "alcoholic beverage" of any sort other than spirit. It is found used to-day in the brewing industry in the form of "Barley wine", and no doubt there is no reason why cider should not be sold as "Apple wine", but perhaps the most cogent reason why the United Kingdom should now accept some such definition of wine as laid down by the Wine and Spirit Association is the fact that most of the important nations of Europe in their prudence have, with the United Kingdom a noticeable exception, defined the word by law.

At the end of this chapter various definitions adopted by other countries are given. From these it will be seen that there is a very universal recognition both in countries that produce wine and those that do not that "wine" is derived solely from the fresh grape, and on this ground it seems a pity that Great Britain should not now abandon her somewhat "ignorant" isolation in this respect.

It is interesting to observe that as long ago as 1845 so great a judge of wine as Baron Forrester refused to recognise "British Wine" as "wine", and even before that we find enlightenment on the earlier days of the manufacture of such beverages in the following article published in "The Tatler" in 1804, though the methods reported seem somewhat more primitive than those employed to-day:

THE TATLER

No. 131. Thursday, February 9, 1709-10

Scelus est jugalare Falernum

Et dare Campano toxica saeva mero.

Mart. i. Ep. 19.

How great the crime, how flagrant the abuse,
T'adulterate generous wine, with noxious juice.

R. Wynne.

Sheer Lane, February 8.

There is in this City a certain fraternity of chemical operators, who work underground in holes, caverns, and dark retirements, to conceal their mysteries from the eyes and observation of mankind. These subterraneous philosophers are daily employed in the transmutation of liquors, and, by the power of magical drugs and incantations, raising under the streets of London the choicest products of the hills and valleys of France. They can squeeze Bordeaux out of the sloe, and draw Champagne from an apple. Virgil, in that remarkable prophesy (*Ecl. IV. 29*). "Incultisque rubens pendabit sentibus uva;" (The ripening grape shall hang on every thorn), seems to have hinted at this art, which can turn a plantation of northern hedges into a vineyard. These adepts are known among one another by the name of Wine-brewers; and, I am afraid, do great injury, not only to Her Majesty's Customs, but to the bodies of many of her good subjects.

Having received sundry complaints against these invisible workmen, I ordered the proper officer of my Court to ferret them out of their respective caves, and bring them before me, which was yesterday executed accordingly.

The person, who appeared against them was a merchant, who had by him a great magazine of wines, that he had laid in before the War; but these gentlemen, as he said, had so vitiated the nation's palate, that no man could believe his to be French, because it did not taste like what they sold for such. As a man never pleads better than where his own personal interest is concerned, he exhibited to the Court, with great eloquence, that this new corporation of druggists had inflamed the bills of mortality and puzzled the College of Physicians with diseases, for which they neither knew a name or cure. He accused some of giving all their customers colics and megrims; and mentioned one, who had boasted he had a tun of Claret by him, that in a fortnight's time should give the gout to a dozen of the healthfulest men in the city, provided that their constitutions were prepared for it by wealth and idleness. He then enlarged, with a great show of reason, upon the prejudice, which these mixtures and compositions had done to the brains of the English nation; "as is too visible", said he, "from many late pamphlets, speeches, and sermons, as well as from the ordinary conversations of the youth of this age". He then quoted an ingenious person, who would undertake to know by a man's writings the wine he most delighted in; and on that occasion named a certain satirist, whom he had discovered to be the author of a lampoon, by a manifest taste of the sloe, which shewed itself in it by much roughness and little spirit.

In the last place, he ascribed to the unnatural tumults and fermentations, which these mixtures raise in our blood, the divisions, heats, and animosities, that reign among us; and in particular, asserted most of the modern enthusiasms and agitations to be nothing else but the effects of adulterated Port.

The Counsel for the Brewers had a face so extremely inflamed and illuminated with carbuncles, that I did not wonder to see him an advocate for these sophistications. His rhetoric was likewise such as I should have expected from the common draught, which I found he often drank to a great excess. Indeed, I was so surprised at his figure and parts, that I ordered him to give me a taste of his usual liquor; which I had no sooner drank than I found a pimple rising in my forehead; and felt such a sensible decay in my understanding, that I would not proceed in the trial until the fume of it was entirely dissipated.

This notable advocate had little to say in the defence of his clients, but that they were under a necessity of making Claret, if they would keep open their doors; it being the nature of mankind to love everything that is prohibited. He further pretended to reason, that it might be as profitable to the nation to make French Wine as French Hats; and concluded with the great advantage, that this practice had already brought to part of the kingdom. Upon which he informed the Court, that the lands in Herefordshire were raised two years purchase since the beginning of the War.

When I had sent out my summons to these people, I gave at the same time orders to each of them to bring the several ingredients he made use of in distinct

phials, which they had done accordingly, and ranged them into two rows on each side of the Court. The workmen were drawn up in ranks behind them. The merchant informed me, that in one row of phials were the several colours they dealt in, and in the other, the tastes. He then shewed me, on the right hand, one who went by the name of Tom Tintoret, who, as he told me, was the greatest master in his colouring of any vintner in London. To give me a proof of his art, he took a glass of fair water; and by the infusion of three drops out of one of his phials converted it into a most beautiful pale Burgundy.

Two more of the same kind heightened it into a perfect Languedoc; from thence it passed into a florid Hermitage; and after having gone through two or three other changes, by the addition of a single drop, ended in a very deep Pontac. This ingenious virtuoso, seeing me very much surprised at his art, told me, that he had not an opportunity of shewing it in perfection, having only made use of water for the groundwork of his colouring; but that, if I were to see an operation upon liquors of stronger bodies, the art would appear to a much greater advantage; he added, that he doubted not but it would please my curiosity to see the Cyder of one apple take only a vermillion, when another, with a less quantity of the same infusion, would rise into a dark purple, according to the different texture of parts in the liquor. He informed me also, that he could hit the different shades and degrees of red, as they appear in the pink and the rose, the clove and the carnation, as he had Rhenish or Moselle, Perry or White Port, to work in.

I was so satisfied with the ingenuity of this virtuoso, that, after having advised him to quit so dishonest a profession, I promised him, in consideration of his great genius, to recommend him as a partner to a friend of mine, who has heaped up great riches as a scarlet-dyer.

The artists on my other hand were ordered, in the second place, to make some experiments of their skill before me; upon which the famous Harry Sippet stepped out and asked me what I would be pleased to drink? At the same time he filled out three or four white liquors in a glass, and told me, that it should be what I called for; adding very learnedly, that the liquor before him was as the naked substance or first matter of his compound, to which he and his friend, who stood over against him, could give what accidents or form they pleased. Finding him so great a philosopher, I desired he would convey into it the qualities and essence of right Bordeaux. "Coming, coming, Sir", said he with the air of a drawer; and after having cast his eye on the several tastes and flavours, that stood before him, he took up a little cruet, that was filled with a kind of inky juice, and pouring some of it out into the glass of white wine, presented it to me; and told me, that this was the wine over which most of the business of the last term had been dispatched.

I must confess, I looked upon that sooty drug, which he held up in his cruet, as the quintessence of English Bordeaux; and therefore desired him to give me a glass of it by itself, which he did with great unwillingness. My cat at that time sat by me upon the elbow of my chair; and, as I did not care for making the experiment on myself, I reached it to her to sip of it, which had like to have cost her her life; for, notwithstanding it flung her at first into freakish tricks, quite contrary to her usual gravity, in less than a quarter of an hour she fell into convulsions; and had it not been a creature more tenacious of life than any other, would certainly have died under the operation.

I was so incensed by the tortures of my innocent domestic and the unworthy dealings of these men, that I told them, if each of them had as many lives as the injured creature before them, they deserved to forfeit them for the pernicious arts which they used for their profit. I therefore bid them look upon themselves as no better than as a kind of assassins and murderers within the law. However, since they had dealt so clearly with me and laid before me their whole practice, I dismissed them for that time; with a particular request, that they could not poison any of my friends and acquaintance, and take to some honest livelihood without loss of time.

For my own part, I have received hereafter to be very careful in my liquors; and have agreed with a friend of mine in the Army, upon their next march, to secure me two hogsheads of the best stomach-wine in the cellars of Versailles, for the good of my lubrications and the comfort of my old age."

- e. About this time the Port Wine trade in Denmark received a serious set-back, when, in her efforts to improve her financial condition, Denmark limited the import of wine to such firms as had been granted a special "Value Permit", known as "Valuta". As the value of the wine allowed to be imported was all too small, the effect of the law was to encourage the importation of wines of the lowest possible qualities to enable the Danish wine merchants to acquire quantity in preference to quality. It is difficult to understand how this policy with its very obvious results can be said to be serving the interest of the consumers, who for so many years in Denmark had been brought up to appreciate and derive benefit from some of the finest wines produced in Europe.

Another effect of the law was a steady decrease in stocks of wine in the country, and by the summer of 1935 the stocks of ordinary Port Wine had been practically exhausted, with the result that such Port Wine as was obtainable under the "Valuta" system was frequently the cheapest obtainable (at £16 per pipe), which was often used for blending with "Vintage Port" of former years lying in bottle in Denmark. At this time the country was sadly denuded of Champagne and Brandy, though it still had small quantities of Bordeaux wines.

It was not long before the position prompted those interested to study the possibilities of barter under the "Valuta" system, the exchange being Port Wine for Danish goods such as codfish. After a certain small amount of business had been done in this way by a few individual firms it was investigated by more official sources, the outcome being that the total "Valuta" granted for Port Wine by the Danish Government was in future earmarked for fair distribution amongst the Oporto Houses who did the trade in Denmark, and at the same time the amount of "Valuta" granted tended to increase in view of the quantity of codfish and other goods which Portugal was able to take from Denmark.

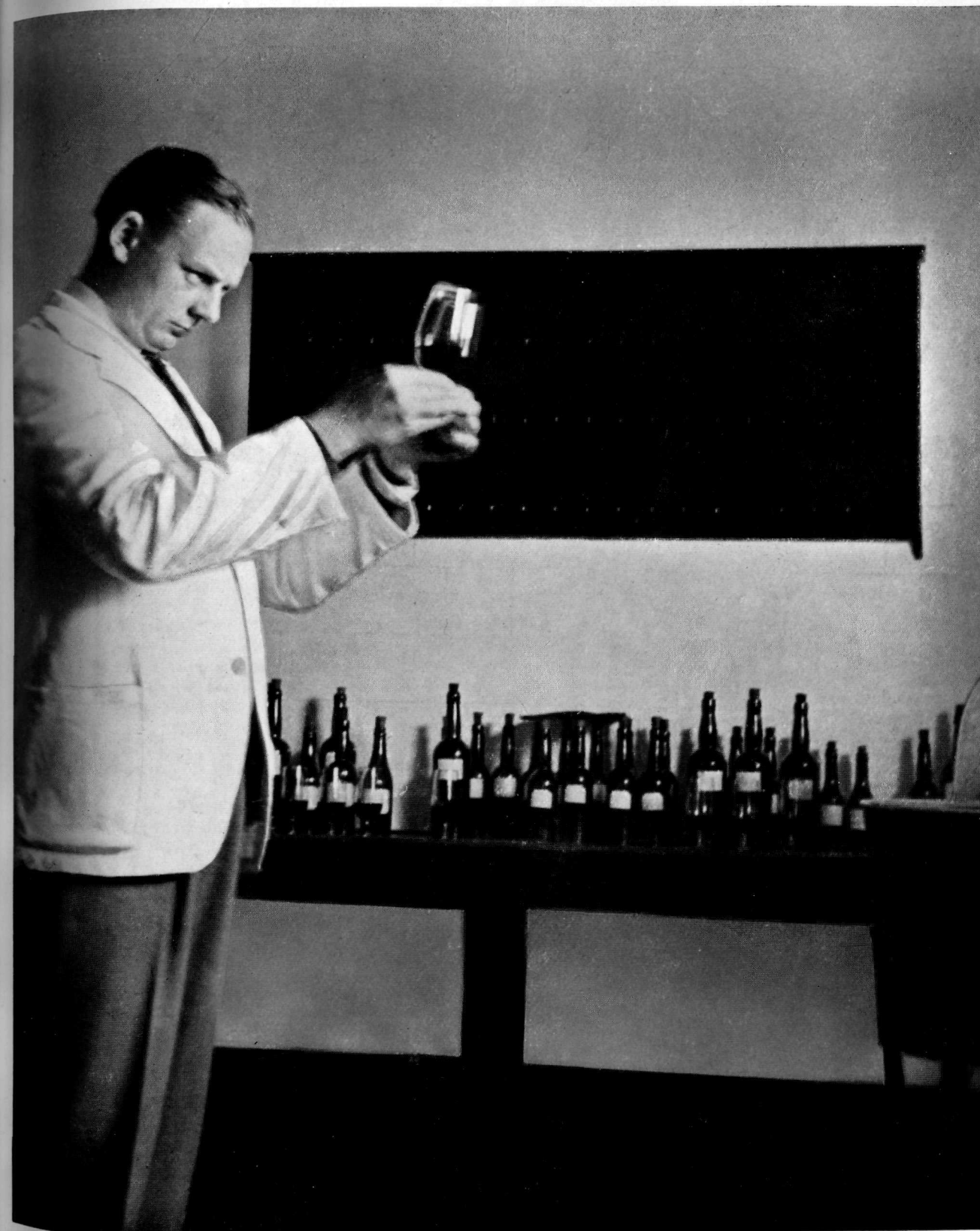
- f. At this time the Port Wine trade was hardly being helped by a change in the social customs of Great Britain. For very many years wine had been the concomitant of meals served in the home of a host in addition to being consumed in hotels, bars, etc., and Port Wine was no exception. But since the War of 1914-1918 the habit of entertaining one's friends at "Cocktail Parties" and later at "Sherry Parties" has steadily crept in.

These were no doubt convenient and inexpensive methods of "working off" one's friends, and it was found that the performance could be effected at a surprisingly reasonable cost. Such functions, however, so often had the effect of removing, very largely if not entirely, any desire to dine or enjoy good wine as soon as the ritual had been completed. This had an adverse effect on the consumption of Port Wine in Great Britain, as it was consumed by many solely after dinner, and it accounted in conjunction with other failings of fashion for a heavy decrease in the use of Vintage Port.

- g. In the middle of June a "Colonial Exhibition" was held in Oporto, being opened by the President of the Portuguese Republic, General Carmona.
- h. During the summer, Portugal had been able to make commercial treaties both with Holland and Italy, in which the name "Port Wine" became properly defined and protected, whilst the use of such deceptive expressions as "Port Type", "Port Style", etc., were forbidden.
- i. On 20th August the Port Wine trade was deeply shocked by the sudden death of Mr. Herbert Pheysey of Messrs. Gonzalez, Byass & Co. Ltd., Oporto. For many years he had played an outstanding part in the Port Wine trade and in the life of the British residents in Oporto.
- j. In the early autumn difficulty was experienced in the postal arrangements between England and Portugal, which normally went overland via Spain. But this route was now prejudiced by the revolution in Spain presaging the Civil War, which began on 18th July, 1936, between the Nationalist forces under General Franco and the then

Republican Government of Spain. The former finally emerged victorious two years later.

- k. It had been the custom of the Port Wine trade in Oporto for some years to make extensive use of grape brandy from the south of Portugal both in the making of the wines and for their subsequent refreshment, as the southern brandy cost at this juncture £17 p.p. as against £29 p.p. for Douro brandy. It now, however, became compulsory for shippers to use a certain percentage of Douro brandy in spite of its high price in order to relieve the Douro district of its over-production of *consumos*, although it had only recently been enacted that in future the City of Oporto, which had formerly used more of the southern *consumos* than those made in the Douro district, was to transfer its affections to some extent to the latter.
- l. On 16th and 17th November celebrations took place in Oporto in honour of the centenary of the Associação Commercial do Porto (Commercial Association of Oporto), and under the Treasurership of Mr. Reginald M. Cobb of Messrs. Cockburn, Smithes and Co. Lda. Oporto, a banquet was given by the British Association at the "Factory House", which was honoured by the presence of the Minister of Foreign Affairs and the Minister of Commerce of Portugal.
- 1935 a. During February the law of Portugal enacted that in future no American vines should be planted in the Douro district, such vines producing only cheap beverage wines. The use of the American stock remained legal, though new plantations were permissible only where existing vines were dead.
- b. Another decree in Portugal which became operative on 10th November, this year, enacted that after that date all empty casks must be returned to Oporto in shooks, i.e., broken down into separate staves, instead of being returned as casks in the usual way, the purpose of the decree being to provide more work for the coopers. But it was not long before the difficulties of thus handling the casks became apparent, and at the end of 1936 it once again became permissible to return the casks as they were, with the proviso that no shipper might return more casks than he had exported during the preceding half year.
- c. It is interesting to note that at this period firms of registered Port Wine shippers, whose capital and governing personnel were entirely British, shipped 44 per cent of the Port Wine exported to the world and 71 per cent of that exported to the United Kingdom, and that the United Kingdom bought 48 per cent of the total exported to the world.
- d. In October a Portuguese Government decree enacted that in future all employees must be insured, and to this end each section of workmen in Oporto had to belong to the syndicate applicable to its work. The coopers had already formed theirs, and the lodgemen were preparing the rules for theirs, such rules having to be accepted both by the Gremios (Guilds) of the various employers and by the Government.
- e. This was only part of the ambitious scheme for the re-organisation of things economic and social in Portugal at the time, and it included the revaluation of all property, as many of the current valuations seemed to provide ground for criticism.
- 1936 a. The year opened with an unusually bad *Cheia* in the river Douro, which made shipping impossible for some weeks. The crews of the ss. "Palmella" and ss. "Cressado" were advised to leave their ships owing to the danger of their being washed down the river, whilst the ss. "Estrellano" broke her moorings and suffered loss. As by the first week of February the *Cheia* had abated to some extent the ss. "Seamew" and the ss. "Estrellano" attempted to get out of the river beyond the bar, but both steamers ran aground near the mouth of the river.
- b. Early in June there took place the Inauguration of the English Room and Institute at Coimbra University.
- c. Previous to this juncture it had been permissible for any firm in Oporto, if it was short of wine for shipping any particular order, to buy on the market and export its purchase at once, the vendor of the wine losing the right to ship such quantity. During the autumn a law was introduced depriving the purchaser of the right to ship the wine during the year so that his purchase thus served solely to increase his stock for the time being.



Mr. R. M. Cobb tasting Port Wine.

- d. Whereas the trade in Vintage Port had for some years been quiet for more than one reason, there seemed a rather more lively interest in it during the autumn. The 1912's and 1927's commanded attention mainly, though the price of the former wines were high, and many of the 1920's and 1922's were beginning to come into consumption. It seemed as if the public had at long last begun to realise the value of "Vintage Port" at the prices then obtaining, as many of the wines offered exceptional value in comparison with the prices charged for the more ordinary wines.
- 1937 a. At the end of June the usual celebrations in Oporto, which accompany the annual Lisbon v. Oporto cricket match, were concluded with a visit from a British motor torpedo boat flotilla, which entered the river Douro and enjoyed the admiration of all and sundry.
- b. The Port Wine trade with France at this time is not without its interest, as in 1936 the importations had totalled 8,719 pipes at an average price of £23 13s. 6d. per pipe. The low quality of the wines debarred many of the leading shippers from engaging in the trade at all seriously, and whereas each firm was entitled to ship a stated quantity to France annually, it was often found impossible for firms which traded mainly in the better quality wines to take advantage of their legal quantity. In such cases the unused quantities were pooled and provided an increased quantity for firms who commanded the business and whose quota was insufficient for their needs. The duty on Port Wine entering France was levied "per degree of strength", which encouraged shipments as low as 18 degrees Gay Lussac, whilst many of the leading shippers shipped their wines nearer 20-21 degrees.
- c. The death occurred in London on 26th November of Mr. Walter Sandeman of Messrs. Geo. G. Sandeman Sons & Co. Ltd., in his 80th year, for many years a most popular leader of the Port Wine trade. His death was preceded on 1st November, 1936, by that of his brother, Mr. Ernest Sandeman, in his 77th year. Both were sons of Mr. Albert George Sandeman: they will always be remembered as men of clear vision and lovable personalities.
- 1938 a. At the end of May, Lodges were closed in Oporto to enable their staffs to participate in the great festivities organised in Oporto in celebration of the new regime in Portugal, which had now reached its twelfth year of success.
- b. As part of the propaganda for Port Wine it was decided to issue a film of the Douro district, this being considered a subject of general interest to many. The project was financed by the Port Wine Institute in Oporto, and the Gaumont-British Co. sent out a party of technicians under the leadership of their able director, Miss Mary Field. In spite of somewhat inclement weather many extremely beautiful photographs were taken, and these were eventually shown to the public in a film entitled "The Voice from the Vintage", achieving general admiration.

DEFINITIONS OF THE WORD "WINE"

The following epitomises the basic part of the definitions of the word "Wine", which were adopted by various nations before the War of 1939.

- | | |
|------------------|--|
| <i>Australia</i> | The product solely of the alcoholic fermentation of juice or must of grapes. |
| <i>Austria</i> | The beverage resulting from a subsequent further alcoholic fermentation of the grape must or the grape mash. |
| <i>Belgium</i> | The product of the alcoholic or incomplete fermentation of fresh grapes. |
| <i>Brazil</i> | The product of the alcoholic fermentation, total or partial, of the juice of fresh grapes. |
| <i>Bulgaria</i> | The beverage obtained by the alcoholic fermentation of the juice of fresh grapes, with or without skins. The fabrication of wine by fermentation of dried grapes or with the addition of sugar to the must or to the skins is prohibited. |
| <i>Canada</i> | <p>a. Wine must be the product of the normal alcoholic fermentation of the juice or <i>mout</i> of sound, clean and ripe grapes, which juice or <i>mout</i> shall be pure or diversely transformed. That fermentation must be followed by a suitable treatment in the cellar.</p> <p>b. All beverages sold or offered for sale as wine must bear an easily readable label indicating the place of their production. In addition, these</p> |

- beverages must conform with the conditions enforced in the case of wine, conditions established by legislative measures at the place of production.
- Chile* The name of wine shall only be given to liquids resulting from the alcoholic fermentation of the juice of fresh grapes, or those dried in the sun, without the addition of any other substance, and without being subjected to any manipulations other than those permitted by law.
- Czecho-Slovakia* A beverage prepared by the alcoholic fermentation of the must of the grape, or crushed grapes (vintage). The must of the grape is the liquid obtained from fresh grapes.
- Denmark* A beverage obtained by alcoholic fermentation of fresh grapes, or the juice of fresh or dried grapes on the *cep* (vine plant), which is found in the same state as when it leaves the country of production.
- France* The product solely of the fermentation of fresh grapes, or of the juice of fresh grapes.
Under these conditions the word "wine", whether or not it be followed by any indication whatsoever, may not be applied to any other beverage. Thus the names "Vin de Fruits" (Fruit Wines), "Vin d'oranges" (Orange Wine), "Vins de Raisins Secs" (Raisin Wine) are not permitted in France.
- Germany* The beverage made out of the juice of fresh grapes by alcoholic fermentation.
- Greece* The product of the total or partial alcoholic fermentation of the fresh grapes, juice of the fresh grapes (must) without the addition of any foreign matter other than those which are allowed by Article 2 of the present law viz., Finings.
- Great Britain* Wine is the alcoholic beverage obtained from the fermentation of the juice of freshly gathered grapes the fermentation of which has been carried through in the district of its origin and according to local tradition and practice.
- Hungary* The alcoholic beverage which is derived from the juice of grapes (from grape-must or grape-mash) by means of alcoholic fermentation.
- Italy* The produce obtained from the alcoholic fermentation—with or without *vinacce* (i.e., grape skins, stones, mucus and other debris)—of the must of raw or slightly dried grapes.
- Jugo-Slavia* The product which is the result of the alcoholic fermentation of the juice of the fresh grape produced by the native vine.
- Portugal* The product of alcoholic fermentation, total or partial, of fresh grapes (must) without addition of any substance differing from those, the use of which is allowed under the present Decree. It is absolutely forbidden to use the word "wine" to designate any other liquid, whatever its origin or composition.
- Roumania* The fermented juice of fresh grapes.
- Spain* The total or partial alcoholic fermentation of the juice of fresh grapes without the addition of any substance or practice of other manipulations than the specified manner as permitted in other articles of this order.
- Switzerland* "It is necessary to understand by wine the produce obtained by the alcoholic fermentation of the must of wine." The definition of the must of wine is "By the must of wine it is understood the fresh juice intended to be submitted to a total or partial fermentation either to be used for the making of the juice of grapes without alcohol and obtained by the pressing of fresh grapes in a state of complete maturity, without other addition than that of the substances authorised for the usual treatment in the cellar."
- Tunis* The product which results exclusively from the fermentation of the fresh grape or the juice of the fresh grape.

**YEARS SHIPPED AS "VINTAGE PORT"
BY VARIOUS SHIPPERS SINCE 1869**

- BORGES.—1922, 1924.
BURMESTER.—1873, 1878. 1887. 1890, 1896. 1900, 1904, 1908. 1912. 1920, 1922, 1927. 1931, 1935.
BUTLER NEPHEW.—1922, 1924, 1927. 1934.
COCKBURN.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1894, 1896. 1900, 1904, 1908. 1912. 1927. 1935.

- CONSTANTINO.—1927.
CROFT.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1885, 1887. 1890, 1892, 1894, 1896, 1897. 1900, 1904, 1908. 1912, 1917. 1920, 1922, 1924, 1927. 1935.
A. J. DA SILVA.—1896. 1900, 1904, 1908. 1912, 1917, 1919. 1920, 1923, 1927. 1931, 1934.
DELAFORE.—1870, 1873, 1878. 1881, 1884, 1887. 1890, 1894, 1896. 1900, 1904, 1908. 1912, 1917, 1919. 1920, 1927.
DIXON.—1884, 1887. 1890.
DOW.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1892, 1896, 1899. 1904, 1908. 1912. 1920, 1924, 1927. 1934.
FEIST.—1922.
A. A. FERREIRA.—1894, 1896, 1897. 1900, 1904, 1908. 1912, 1917, 1919. 1920, 1927. 1935.
FEUERHEERD.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1894, 1896. 1900, 1904, 1908. 1912, 1917. 1920, 1924, 1927.
FONSECA.—1870, 1873, 1878. 1881, 1884, 1887. 1890, 1896. 1900, 1904, 1908. 1912. 1920, 1922, 1927. 1934.
GONZALEZ ("RORIZ").—1896. 1900, 1904, 1908. 1912, 1917. 1920.
GOULD CAMPBELL.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1885, 1887. 1890, 1892, 1896. 1900, 1904, 1908. 1912. 1920, 1922, 1924, 1927. 1934.
GRAHAM.—1870, 1872, 1873, 1875, 1878. 1880, 1881, 1884, 1885, 1887. 1890, 1892, 1894, 1896, 1897. 1901, 1904, 1908. 1912, 1917. 1920, 1924, 1927. 1935.
KINGSTON.—1922, 1924, 1927.
KOPKE.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1892, 1894, 1896, 1897. 1900, 1904, 1908. 1912, 1917, 1919. 1920, 1922, 1927. 1935.
MACKENZIE.—1870, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1896. 1900, 1904, 1908. 1912, 1919. 1920, 1922, 1927. 1935.
MARTINEZ.—1870, 1872, 1873, 1874, 1875, 1878. 1880, 1881, 1884, 1885, 1886, 1887. 1890, 1892, 1894, 1896, 1897. 1900, 1904, 1908. 1911, 1912, 1919. 1922, 1927. 1934.
MORGAN.—1870, 1872, 1873, 1875, 1878. 1881, 1884, 1887. 1890, 1894, 1896. 1900, 1904, 1908. 1912. 1920, 1922, 1924, 1927.
NIEPOORT.—1927.
OFFLEY.—1870, 1872, 1873, 1874, 1875, 1878. 1881, 1884, 1885, 1887, 1888. 1890, 1892, 1894, 1896, 1897. 1900, 1902, 1904, 1908. 1910, 1912, 1919. 1920, 1922, 1924, 1925, 1927, 1929. 1935.
QUARLES HARRIS.—1927. 1934.
RAMOS PINTO.—1924, 1927.
REBELLO VALENTE.—1870, 1875, 1878. 1881, 1884, 1887. 1890, 1892, 1894, 1896, 1897. 1900, 1904, 1908, 1911, 1912, 1917. 1920, 1922, 1924, 1927. 1935.
ROYAL OPORTO WINE Co.—1934.
SANDEMAN.—1870, 1872, 1873, 1875, 1877, 1878. 1881, 1884, 1887. 1890, 1892, 1894, 1896, 1897. 1900, 1908. 1911, 1912, 1917. 1920, 1927. 1934, 1935.
SMITH WOODHOUSE.—1870, 1872, 1873, 1875, 1878. 1880, 1881, 1884, 1887. 1890, 1896, 1897. 1900, 1904, 1908. 1912, 1917. 1920, 1924, 1927. 1935.
SOUTHARD.—1927.
STORMONTH TAIT.—1896. 1900, 1904, 1908. 1912. 1920, 1922, 1927.
TAYLOR.—1870, 1872*, 1873, 1875, 1878. 1880*, 1881, 1884, 1887. 1890, 1892, 1896. 1900, 1904, 1906, 1908. 1912, 1917. 1920, 1924, 1927. 1935.
* Quinta Roeda only.
TUIKE HOLDSWORTH.—1870, 1873, 1874, 1875. 1881, 1884, 1887. 1890, 1892, 1894, 1896. 1900, 1902, 1904, 1906, 1908. 1912, 1917. 1920, 1922, 1924, 1927. 1934, 1935.
Messrs. Hunt Roope & Co. appear to have used their "Tuke Holdsworth" Brand for the majority of their shipments of Vintage Port, but at the same time some of the years, in which they shipped Vintage Port, were branded either with their "Tuke Holdsworth" Brand alone or with their "Hunt Roope & Co." Brand as well.
VAN ZELLERS.—1878. 1881, 1884, 1887. 1890, 1892, 1896. 1904, 1908. 1912, 1917. 1922, 1924, 1927. 1935.
WARRE.—1870, 1872, 1875, 1878. 1881, 1884, 1887. 1890, 1894, 1896. 1900, 1904, 1908. 1912. 1920, 1922, 1924, 1927. 1934.
WIESE & KROHN.—1927. 1934.

CHAPTER SEVEN

NOTES ON THE VINTAGES SINCE 1860

"A house having a great Wine stored below lives in our imagination as a joyful house, fast and splendidly rooted in the soil."—George Meredith.

1860 This year was rather better than those immediately preceding it, as since about 1855 disease in the vines had been slightly troublesome, though 1858 produced wines with plenty of body, some of which, however, had rather a bitter "finish", which it was thought might have been attributable to the disease.

1861 Most of the finer wines were dark and dry, similar in quality to those of 1860. Many of them never softened, and although the wines had good body, many of them were too dry for the public taste, with the result that wine merchants found them none too easy to retail.

1862 Not much wine was made this year and the results can only be classified as ordinary.

1863 This year proved one of the outstanding years in the history of Vintage Port. Up to the end of August the year had been very hot, and it was clear as soon as the wines were made that they were going to be entirely successful, as they were all stout and fine.

1864 The wines were mainly inferior in quality, and the quantity was less than expected.

1865 Generally speaking the year produced wines of fair quality, but many were very hard and the richer ones tended to be small though very pretty.

1866 A poor year in every way.

1867 The wines had colour and body, and whilst the year never proved highly popular some of the wines had definite distinction, though the drier ones failed to appeal to the public.

1868 This year may be classed as one of the best ever seen, the wines all being rich and stout, though there were some who held the opinion that they were intrinsically not as fine as the 1870s. It was a popular year in the wine trade, and many of the Vintage lots went to an appreciable premium when bottled.

1869 This year produced wines little more than of medium quality, but they were sound.

1870 The wines were very fine with good body, and in the main they were rather firmer than the 1868s. The year became unusually popular and proved its merits throughout its existence.

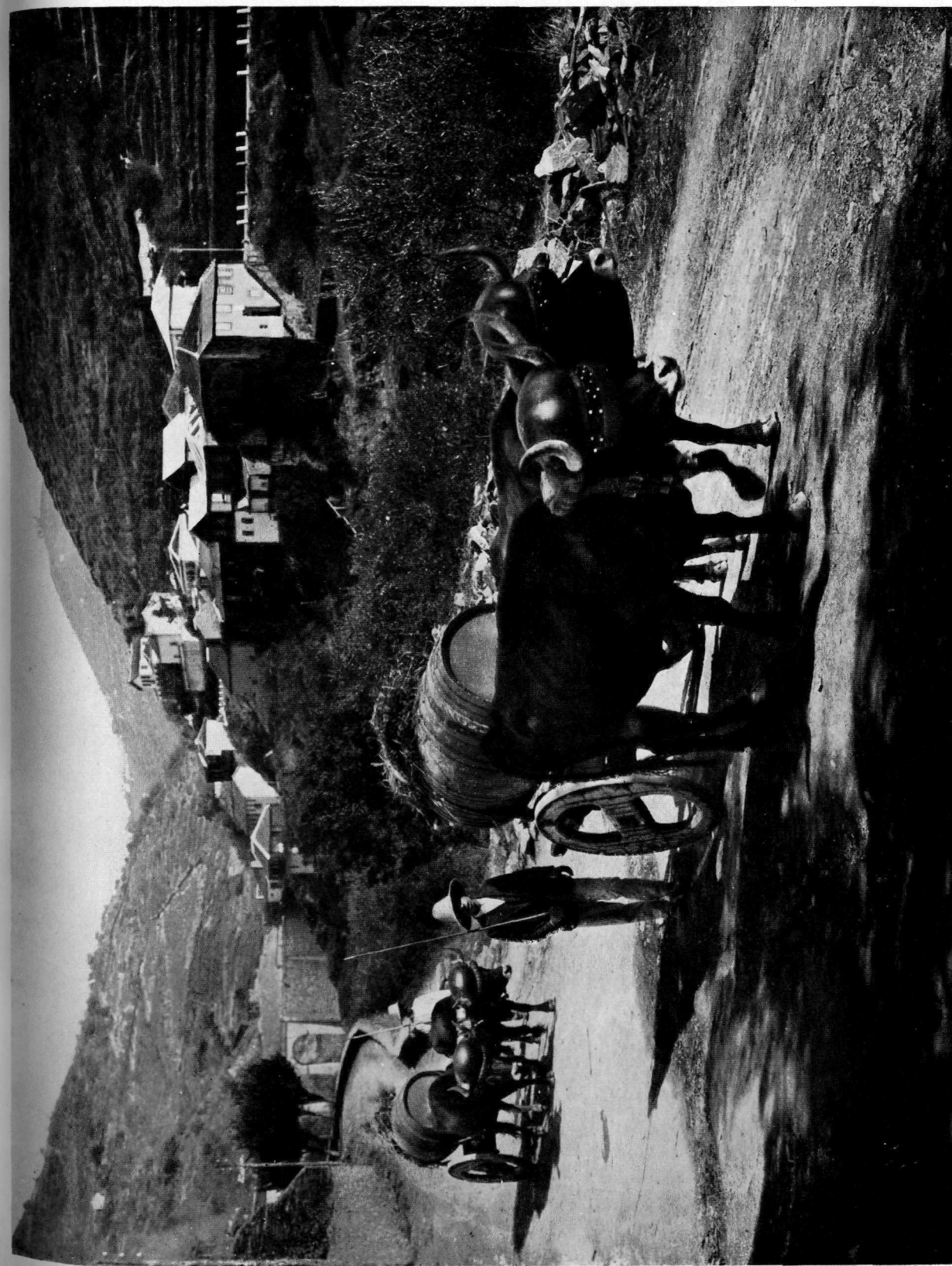
1871 This year can only be regarded as a failure as the wines were very small and far from fine.

1872 This year will remain in memory not only because it produced fine rich wines but also because of the discussion it provoked on the relative merits of 1872 and 1873. It promised to be comparable to the 1867s in general quality, and although early in 1873 the wines tended to be disappointing in their development, showing as they did a lack of body and backbone, they made rapid strides during the following 12 months and became rounder and less green.

1873 These wines were offered to the trade very soon after the 1872s, so that the two years were considered together by buyers. The wines had been made rather later than usual in very good weather without rain, and the yield constituted a good average of recent years, being large in the best situations, small in the medium and fair in the common. In general quality they were comparable to 1872, but if they had been made even later than they were it is probable that they would have been better than the year before.

As they progressed the wines became rounder and fuller, but prices in the Douro district were higher this year, especially for Portugal grape brandy, as so much cheap wine had been distilled for export to France. The best wines of the year showed appreciable sweetness.

Considerable discussion took place in the trade on the relative merits of 1872 and 1873, and it was wondered whether again a sequence of three fine years running would be seen, if 1874 turned out fine, as such a sequence had not occurred since 1820, 1821 and 1822. In the past, when the trade was invited to consider two Vintages simultaneously, it had nearly always favoured the more recent, and 1873 proved no



Douro Ox Carts.

exception to the rule, but although buyers had taken this view there were many in Oporto who considered the 1872s finer than the 1873s. At the time the stocks of Vintage Port in Great Britain were high, so the quantity bottled was not as great as it might otherwise have been.

1874 The hopes of a three year sequence were not realised, as this year proved a bad year in every way.

1875 The wines were of fine quality, elegant, but not very big, and they matured early. In general they tended to be on the dry side. The summer was very dry and hot, but, although there was a little rain, the grapes did not get enough heat after it, and they were gathered without further rain. A Vintage made thus is at all times bound to run the risk of being deficient in saccharine, and owing to the *Phylloxera* the yield was not large.

1876 A very poor year, the wines being green, thin and lacking in quality.

1877 This was a year of little distinction. At the end of August the grapes appeared irregular, there being three different sizes on many of the vines of the best Quintas. The weather just before the vintage was bad, and at that time the year promised to be a complete failure, but the farmers gathered as soon as the rain stopped. There was a good deal of *Podre*, (rot) whilst the skins of the grapes were very thin and had little power of resistance.

At the start of the vintage the grapes were green and full of liquid. They had burst and become mouldy, and were consequently dangerous material to turn into Port; they were also lacking in saccharine. During the vintage the weather looked very unsettled and more rain was expected, but though thunderstorms and great heat were experienced at times the weather improved towards the end.

A few good *Tonels* were produced in spite of the general condition of the grapes, and the wines, although thin and with poor body, were at any rate sound. About a third of the grapes in the Douro district had been gathered by 29th September.

1878 This year was perhaps one of the most surprising ever experienced in the Douro district, as after a bad start at a time when the *Phylloxera* was playing havoc with the vines in the Cima Corgo some extremely fine wines were produced.

Early in July the reports from the Douro district were alarming, and it was anticipated not only that the vintage would be late but also that the crop would be less even than that of the last two years, which themselves had been very small. Most Quintas were expected to yield less than half their average crops, and the news from the Douro district had been becoming worse and worse since early in July. During the last week of July the weather was very unfavourable and had become very changeable, being first very hot for two days and then cool and foggy. On 22nd August there was an incessant downpour of rain, which promised to continue, and all through August the weather was unusually damp.

The vintage started generally on 23rd September, but in the less fine districts a week sooner, by which time the weather had become fine and looked settled. It was fortunate that shortly before 21st September the weather had been most favourable for ripening the grapes, and there seemed reason for hoping for better results than at first anticipated. It must, however, be emphasized that owing to the ravages of the *Phylloxera* the vines in the Cima Corgo were in a very bad state and even worse than expected, the best situations having suffered most, but in spite of this the good weather for ripening had been able to produce results far better than could possibly have been expected before. Up to 29th September the musts had been showing well, and the weather was hot and fine. The gathering had been made under most favourable conditions all round, and those that waited till 1st October made the best wines.

By 2nd October the vintage was practically over, and although the yield in the Cima Corgo was less than half that of 1877 the good weather for ripening the grapes had produced a quality far better than anticipated. The *Phylloxera* had done less harm in the Baixo Corgo than in the Cima Corgo, but even there the yield was less than a third of the year before. The position of the farmers was a difficult one, as so far no means of fighting the *Phylloxera* had been found, and partly owing to the lack of means to do so many farmers almost decided not to cultivate their vines in the following year,

but in the meantime they were holding out for high prices at a time when the price of Portugal grape brandy was also high.

Early in December, it was clear that the progress of the wines would be well maintained, and as time went on confidence in them increased. The vintage in the end proved very fine and the wines turned out bigger than those of recent years.

- 1879 This was an exceptionally backward year, and the grapes in the hot situations only began to colour about 24th July. On 20th September the prospects were very bad, but the weather was favourable for picking and in the end the wines turned out fairly ripe and sound. The grapes, which were very full, ripened late, and although green the wines were good in quantity, though this, of course, detracted from their quality. Prices were the same as for 1878, but Portugal grape brandy commanded £3 per pipe more than in the previous year.

- 1880 Up to the middle of August the weather had been all that could be desired, though it was clear that owing to the *Phylloxera* the quantity would be small. The vintage started generally on 7th October with very poor prospects as to quantity, especially in the Cima Corgo. Shippers had thought at first of starting at the end of September as postponement then seemed dangerous, but the weather improved and made the later date preferable. Prices were higher than ever before, and seemed likely to rise still further after the vintage.

The wines showed an inherent greenness, which militated against their ever having the vigorous vinous body generally associated with Vintage Port, but many were pretty wines without much body, though possessed of an attractive flavour. The white wines of this year were almost a total failure.

- 1881 At the end of July there was great heat with East winds, and in the middle of August the weather became very unsettled with storms. The vintage was started soon after 16th September, but it rained for some hours on the first day, after which the weather improved and remained fine. Had the *Phylloxera* not destroyed so many vines in the finer situations it might well have become a famous year but, although the wines turned out finer than those of 1880, the quantity in the Cima Corgo was even less than before.

Many firms shipped the year as a Vintage, but it could never be regarded as a classic year. Amongst many of the leading shippers there was a certain despondency at the time as the future seemed to hold little in store owing to the ravages of the *Phylloxera*, and it was not uncommon to find the view held that in future it would no longer be possible to produce Vintage Port.

- 1882 The vintage began generally on 2nd October, up to which time there had been a good deal of intermittent rain accompanied by wind which dried the grapes up, but fortunately no *Podre* resulted. The first six days of the vintage were held in glorious weather, but rain came again after that. The grapes were, however, gathered clean and healthy, cool and copiously refreshed with water, whilst the fermentation was moderately regular.

The stalks were green and full of juice, resulting in light thin wines, but there were occasional *Tonels* gathered in very favourable circumstances which promised to turn out well. In the Baixo Corgo the quantity was about one-third greater than in 1881 and prices generally were lower, but the Baixo Corgo wines were very thin and poor.

It is interesting to record that in September of this year great damage was done in some of the best Quintas by partridges!

- 1883 We now see the first serious attempts made to deal with the *Phylloxera*, as in January natural and artificial manures were being heavily used in the Douro district to increase the quantity of wine, though this, of course, detracted from the quality produced. At the end of May there were hail-storms in the Douro district which did much damage in certain places, and in general the year turned out a poor year all round. So great was the damage done in the Cima Corgo by the *Phylloxera* that many shippers still further resigned themselves to seeing the end of Vintage Port, and whilst most spent a very short time at the vintage it looked as if in future there would be little hope of operating much East of Regoa.

- 1884 The vintage was started in the Baixo Corgo on 25th September, and became general in the Cima Corgo on 29th September. Up to 25th September there had been occasional

rain, but after that the weather was good except for local thunderstorms, which did a certain amount of damage. The crop was lamentably short, and owing to excessive heat in July, which tended to wither the grapes, and subsequent rains at the end of August, the vintage was troublesome because of the amount of *Podre*.

In September the grapes certainly looked in poor condition, but by 16th October the wines showed an unanticipated promise. By now the Cima Corgo had been destroyed almost entirely, whilst half the Baixo Corgo had suffered equally from the *Phylloxera*; it spread more rapidly through the Baixo Corgo once it had established itself there, and in the latter district the grapes this year were watery, green and badly lacking in sweetness.

As time went on the wines developed satisfactorily, and limited parcels of Vintage Port of the year were offered, as the wines were in the main as big as those of 1881, though more body would have added to their attractions.

- 1885 In January there was snow in the Douro district, and during the summer the weather had not been too encouraging, but by 13th September the Baixo Corgo grapes were looking better than had been expected, and if the weather held it seemed likely that the year would produce as good wines as 1884. The grapes were, however, backward and there was a certain amount of *Podre*, but it seemed reasonable to suppose that they might ripen in time for the vintage if they got heat, in which case there promised to be more wine than in 1884 in situations that had not suffered from the *Phylloxera*. At the same time, however, less wine was expected in the Cima Corgo owing to the *Phylloxera* and damage done by thunderstorms.

The vintage started in the Baixo Corgo on 2nd October, the date having been postponed from 28th September, as up to 27th September the weather had been dry and it was hoped that the delay would enable the grapes to ripen. On 2nd October, however, the weather became unsettled with constant storms of wind and dust, but it had been perfect for three weeks before the vintage started, and the wines got in early stood more work than had been the case for some years. Towards the end of the vintage the weather improved and continued splendid, but in spite of this the wines made early gave better results than those made later in the vintage.

The vintage started in the Cima Corgo on 5th October, but towards the end the wines showed patchy and altogether lacking the sweetness necessary to make good wine. By May, 1886, however, they showed themselves to be good wines, though mostly thin, and they were not without their use for Lodge purposes.

Consumo was very expensive this year as the French had been active buyers.

- 1886 In May the vines were showing likely to produce an abundant crop. The vintage started generally on 27th September, and whereas the weather had been almost alarming for a few days before 25th September it cleared up that day; but about 18th October it became terribly wet and any wines still out suffered thereby.

In the aggregate the wines were very expensive and poor, and in the middle of September it seemed unlikely that the farmers would make much wine into Port as they had suffered from excess in this respect in 1885. The quantity produced was about a third less than in 1885, but this did not matter unduly from the point of view of Vintage Port, which had by now become a less important product for the wine merchant. The wines remained disappointing, as apart from failing to close in colour they developed much greenness.

- 1887 In the middle of August it looked as if there was going to be a large quantity of wine in the Altos and the South of Portugal, whilst a very large crop was expected in the Province of the Minho. In spite of this, however, the opinion was widely held that as the heat was beginning to dry up many of the grapes the quantity might prove disappointing, and many anticipated that the yield in the Baixo Corgo would be 20 per cent less than in 1886.

On 5th September the position was seen to have changed, and enthusiasm in the Douro district after so many discouraging years reached heights not experienced for a long time. By 21st September the grapes seemed ripe and in better condition than they had been during the last few years. Although there was no less wine than anticipated it soon became clear that, as the gathering had taken place without rain and with hot days and cool nights, the vintage would be a good one, and some farmers in their

enthusiasm dubbed the year the second vintage of the century, comparable only with 1834! This was, of course, an exaggerated view, as the vines were in such a sickly state that they had hardly seemed equal to producing really first class wine, but the vintage was certainly a good one and no doubt as good as could have been made in the circumstances, even though the quantity proved rather shorter than was wanted.

The vintage started generally on 19th September, and some farmers began some days earlier. As early as April it was generally hoped that the year might prove a good one to enable the trade to offer a "Jubilee Port" in celebration of the first Jubilee of Queen Victoria. The competition for the wines was so great that by 1st October wine of any reasonable quality had been entirely bought, but it was gratifying to find the young vines standing up well to the *Phylloxera*, though their care meant time and expense, of course, for the farmers.

Even the third class wines of the year were better than usual. The vintage turned out well and was exceptionally popular throughout the trade.

1888 The vintage started in some places on 28th September, but did not become general until 8th October. There had been heavy rain early in September, which continued through the gathering, and whilst from the start it was expected to be a bad year there was little or no improvement as late as October. Fortunately, 28th September was a fine day, but it rained hard for three days after 30th September, when all hopes of making a good vintage were at an end. This was followed by an improvement in the weather for a few days, but it began to rain again seven days later, and even when fine it was very cold.

Although some shippers managed to get their grapes in during the fine spell, that was the limit of their success, as the heavy rains proved disastrous to the grapes still unpicked, many of which were already half rotten.

The quantity was large owing to the unprecedented effect of the rain early in September and that which had fallen during the gathering, and the yield was nearly 50 per cent greater than anticipated, which caused many firms difficulty with regard to their available supply of *Tonels* and Portugal grape brandy. In these circumstances it is not surprising that the wines should have turned out poor, thin, green, watery and wanting in colour, especially as there was a great deal of *Podre* to add to the difficulties. The yield was quite one-third larger than in 1887, but prices were not reduced in proportion.

1889 The vintage started generally on 7th October, but before that the grapes had had no chance up to the end of July as rain and unnatural heat had ripened them hurriedly. Just before 19th September the heat in the Douro district had been intense and the grapes, which up to that time had been very backward, started to ripen favourably, but it was difficult to anticipate anything more than a poor vintage.

By 22nd September it was clear that the Baixo Corgo would probably yield one-third less than in the previous year, and at the same time the supply in the Cima Corgo fell far short of the demand so that firms were found buying almost at any price. The farmers were in a very favourable position and refused to bargain over prices, whilst this position was rendered worse for the shippers by the encouragement to demand high prices given to the farmers by the newly formed Monopoly Company.

At the end of September the weather was favourable, but although it broke again immediately afterwards there was a strong wind to dry the grapes. This justified a greater confidence by 13th October, but on 20th October there was a terrific storm with heavy rain, which ended the usefulness of any grapes remaining unpicked before then. During most of the vintage the grapes were soft and in bad condition, so that it was at any rate fortunate that the rain did not come at a time when it would have ruined them.

The wines generally were again thin and watery, whilst even those from the finer situations gave none but a moderate quality as they lacked colour and body, and promised to turn out not unlike the wines of 1880.

1890 In the first week of September there had been hot east winds by night and day, but the air became comparatively fresh on 7th September though the sun remained as hot as ever. At this juncture the prospects were far from rosy owing to lack of rain, and even if it came at once it seemed doubtful whether it could save the grapes in the hotter situations along the river.

By 16th September there had been hardly any rain in the Douro district and it was badly wanted. During the vintage, however, the weather was perfect, but as it chanced nearly all firms began too soon, and if the vintage had been delayed for a week it might well have proved one of the finest on record. Unfortunately, however, when the bulk of the grapes was gathered they were not ripe and lacked sweetness and juice, with the result that the musts showed very little sugar, colour or body. Such grapes as were allowed to remain unpicked improved rapidly and some very fine *Lagares* were made during the last week of the vintage. The wines were made in very dangerous circumstances on the whole, and it would not have been surprising if many had gone wrong towards the end of the year.

By the end of 1891 they had developed well and were showing more colour and softness than anticipated, and although many were on the dry side they did not appear hard or green. Though greater colour and body would have improved them they were all very clean, and the best were undoubtedly of high class.

1891 The vintage in the Cima Corgo was in full swing by 12th October, when the weather was excellent, though it looked as if it might turn doubtful, but owing to drought the grapes were shrivelled up and produced very little liquid, which was wanting in sweetness. Some very good *Tonels* were made as the small amount of rain which had fallen during the vintage had increased the quantity without doing harm, but if it had come earlier it would have done a great deal of good.

1892 There was a great deal of dry heat in August and the early part of September, but it rained on 20th and 21st September. The vintage started in the Cima Corgo generally on 22nd September, though a few farmers had begun before this date. In these circumstances the grapes gathered early were bad, and many of the *Lagares* made on 22nd-24th September fermented so violently that they could not give good results.

After that, however, the weather became favourable with cool nights, which gave promise of some fine wines being made. The grapes were clean and ripe, but they still showed signs of the dry heat of the previous months. They yielded much more than in 1891, which in the circumstances of a dry year was a good sign.

Heavy rain fell immediately prior to 7th October and lasted for a few days, but as it did not continue longer little harm was done, and generally the gathering was made in beautiful weather. The expectations were, however, hardly realised, as even the later *Tonels* provided little really fine wine. The wines were ripe but wanting in colour, substance and aroma as the grapes produced an extraordinary amount of must and the fermentation had been so rapid.

In the Baixo Corgo the fermentation had been more gradual, with the result that the wines were good, even though the quantity was short. The unexpected quantity in the Cima Corgo found many with insufficient Portugal grape brandy available for the vintage, and as the crop in the South of Portugal had failed brandy prices promised to rise considerably.

1893 At the end of June the reports from the Douro district were far from good as mildew was exceptionally prevalent. Quintas, which looked promising, were being burnt up, and a month later the prospects seemed no brighter. Towards the end of August reports from the Douro district, the Province of the Minho, and the South of Portugal were much worse than had been anticipated, but fortunately the Cima Corgo had suffered least up to this period.

The year was a thoroughly bad year all round, and in October the wines showed little or no promise, those from the Baixo Corgo being especially poor; they never improved, and the year can only be recorded as a failure.

The vintage started in the third week of September in very bad weather, though the reports received in the middle of August from the Cima Corgo gave hope both as to quantity and freedom from mildew. These were hardly justified as time went on, although by 28th September the vintage was in full swing in better weather, and while some fairly good *Tonels* were made in the Cima Corgo it was clear that no really first class wine would be made.

The Baixo Corgo *Lagares* took a long time to fill owing to the amount of *Podre*, and the graduations were very low. The grapes would not stand much work and the red wines were wanting in colour and body.

1894 In July the weather had been good, and it continued hot till the end of August, but rain was wanted. On 13th September the appearance of the grapes was very encouraging, but rain was still wanted and it was decided to start the vintage on 1st October or, if the weather continued fine, on 8th October. In August there had seemed to be much wine in the Altos and a fair quantity in the *meias encostas*, but there was a lot of disease in the Quintas by the River Douro.

Fortunately the weather became wet on 21st September with great benefit to the vines, but it seemed likely to clear up again as it had assumed a settled appearance. The prospects in the Cima Corgo were good, though a short crop in the Baixo Corgo seemed inevitable. The weather was most favourable for the vintage, and although many of the Cima Corgo wines showed an unusual, peculiar hard taste on the finish they all had fair colour and body.

In general the wines developed well, losing the unusual taste which had marked their inception. They were clean, though perhaps not up to the quality of the 1890s, but the trade welcomed them, understanding as it did that the vintage parcels were not as good as some of their forerunners.

1895 The vintage started on 30th September, but in August there was a good deal of mildew, and during September the grapes had not showed at all well. It rained heavily most of the vintage and *Podre* was excessive with resultant loss in many of the Quintas. The vintage was most disheartening owing to the incessant rain, and the wines stood very little work.

They were a thoroughly poor lot without being sour, but many of them were out of condition, especially in the finer situations. Few had any body or colour, and by the following February they were still unpleasant with a nasty smell and taste, in addition to which brandy this year was very bad and expensive.

1896 In May the vines were looking very well and prospects were good, but from then on the vines began to be attacked by the various diseases that had done so much damage in the past, although the grapes had been very forward in the middle of July.

The vintage started generally on 14th September but earlier in some places, and it was conducted in favourable weather. The grapes looked well everywhere, but they were not as ripe as they should have been. By 20th September the weather had turned cooler, which was beneficial as the grapes picked during the two days of great heat began to ferment as soon as they were put into the *Lagar* and would in the main not stand more than eighteen hours work. Generally speaking the grapes were not matured sufficiently, whilst the stalks were green, which gave a somewhat stinky taste to the wines. The rain in the Douro district just before 11th September had done a great deal of good, and as the year appealed to all, shippers rushed to buy the wines before they were made, which pushed up prices.

By the following Spring the wines had not developed any too encouragingly as, though clean, they showed thin and wanting in colour, but they developed surprisingly well during the ensuing months, and when offered to the wine merchants they found great appeal and ultimately turned out very satisfactory.

1897 On 19th September the vines were looking dangerous to tackle owing to the continued heat and east winds, but reports earlier in the month, whilst being good from some parts, had shown that in most places the grapes were very irregular in maturity and were in want of rain.

The vintage started generally on 20th September, and at first the grapes were very hot on reaching the *Lagares*; they began to ferment too quickly as the weather had been very hot both by day and night, for which reason the wines would not stand much work, and in many cases it was found that the *Lagares* could not be more than half filled owing to the strength of the fermentation.

As the vintage proceeded, however, the weather by day continued hot, but the nights were cool and at times almost cold, which enabled the *Lagares* to receive the grapes in a nice fresh condition, which prevented too rapid a fermentation. The grapes were hard and small and yielding very little, but at this juncture the *Lagares* were taking more work, which was satisfactory.

The quantity was a good deal less than 1896, and by December it was clear that the wines were going to prove a very welcome change after 1893 and 1895 as they were

very good and ripe. They fell bright very quickly, and promised to become good, sound, useful wines, but whilst some shippers offered the year as a Vintage Year it was perhaps unfortunate that the trade in Great Britain was not in great need of Vintage Port at the time, having bought heavily of 1896's.

1898 In June the prospects were none too good as everything in the Douro district was dried up in spite of the stormy weather and hard rain at the end of December, 1897. Many of the older vines had died, and as late as 20th September reports were still very unsatisfactory as the weather continued dry and hot, whilst the grapes were shrivelling up and were not ripe. There was no water anywhere, and ague and dysentery were rife in the Douro district.

The vintage started generally on 26th September, though it had been decided to start later in the event of rain coming. The weather for the vintage was perfect as after a few days rain it had become fine and cool, the rain being most beneficial in washing and cooling the grapes which, although they looked very nice when gathered, yielded very little and lacked sweetness; the *Lagares* would not stand much work, and the quantity was short with prices higher than in 1897, but in the main the wines had little colour, lacked sweetness, and were rather green.

By the following Spring they were turning out even worse than expected as they showed thin, bitter, green, without colour or sweetness, and very low in strength, which features remained their characteristics throughout.

During the vintage the railway broke down between Ferradoza and Varcellal, the damage being so serious that it could not be repaired for at least 15 days.

1899 In the early part of the year the prospects of a good and abundant vintage were sound, and in May excellent reports were being received from the Douro district, though a drought was feared. In July the vines were showing well but rain was badly needed. Early in August rain was still wanted to save the vintage, but by 29th August the grapes had been much improved by light rains.

The vintage started generally on the unusually early date 12th September, but at that time difficulties were anticipated in getting up to the Douro district owing to the Plague, the restrictions concerning which forebade visiting the district.

Those who started early found the grapes not quite ripe, but the weather throughout was first rate and all round more wine was made than anticipated, especially in the Baixo Corgo. The wines, however, stood very little work, and whilst being not unlike the 1898's they were rather better. In the middle of November the weather was still remaining warm, which was bad for the wines which were yet to experience any cold, and in December the *Consumos* of the year were going wrong everywhere.

Early in 1900 the wines were troublesome as they seemed to be fermenting late, and when a year old, shippers had in the main formed none too good an opinion of them.

1900 It had been intended to start the vintage on 24th September, but as the weather had broken up many started on 27th September, by which time the rain had stopped; the vintage was then made in good weather throughout. The grapes in places tended to be rather unripe and there was a good deal of *Podre*, but the graduations were better than in 1899 and the *Lagares* stood more work. General difficulty was, however, experienced in getting labour as the vintages both in the Douro district and the Seras had started at the same time.

In December it looked as if the wines would resemble those of 1899, though likely to turn out better, as they were sounder in spite of their want of colour and body. The Cima Corgo wines of this year were more delicate and had more flavour than the 1899's but the Baixo Corgo wines left much to be desired. The vintage lots shipped showed wines of great delicacy with appreciable breed, and though lighter in colour and body than many previous vintages they appealed to the connoisseurs of Port Wine.

1901 Up to 24th September it had rained continuously night and day, and a repetition of 1895 was generally anticipated unless the weather was soon to change, but fortunately it had quite cleared up by 26th September and it looked settled. It was therefore decided to start the vintage generally in the Cima Corgo on 27th September, though a few had started two days sooner, and on 30th September in the Baixo Corgo.

There was no rain during the vintage but the weather changed at the end of it, and on 30th September it looked as if the vintage had been spoilt by mildew as the wines

were rather poor, thin and green, but nevertheless sound. The skins were hard and the *Lagares* stood very little work.

There was no *Podre* in the Cima Corgo, but it had been plentiful in the Baixo Corgo where the rain had done a lot of damage in a way, though simultaneously refreshing the grapes. The grapes were not quite ripe but they could not be left longer owing to the *Podre*, which also necessitated some time being taken to separate the grapes and fill the *Lagares*, which in itself was not too good for the grapes.

It became impossible as late as February 1902, to begin moving the wines down from the Douro district as, owing to snow, transport both up from the River Douro and down from the station in Villa Nova de Gaia could not be operated. On the whole the wines ultimately showed themselves to be very irregular, thin, and lacking in colour and body, but they developed quickly and became useful Lodge wines.

- 1902 On 10th September the weather was very stormy and wild, and it looked as if many grapes would be very unlikely to ripen, but it became clear on 16th September that the vintage was going to depend on the weather during the ensuing fortnight as, if heat came, there was the promise of some sound, useful wines. The grapes in the Altos were still perfectly green and seemed unlikely to ripen at all, in addition to which there was a great deal of *Podre* in the Baixo Corgo, caused by the rain, which heat would stop if it came.

The vintage started generally on 26th September, though some delayed starting till three days later, and operations had to be entirely suspended on 6th October as it rained all day.

The characteristic of the year was greenness, but some good sound wines were made which mostly stood a lot of work.

- 1903 A good deal of damage had been done in the Altos by the frost, but none in other places; this resulted, however, in the wines in the Altos being of little use owing to greenness, and many of the grapes promised to be suitable for no more than second class *Consumo*.

On 21st September the prospects in the Douro district could hardly have been worse as the weather was stormy, wet and cold, but the vintage started on 28th September in some places and became general on 5th October. The production was, however, very small as most farmers had less than half of their 1902 crop, which in itself was short.

The weather was favourable for the gathering which enabled the quality generally to be fair, and the grapes stood a reasonable amount of work.

- 1904 The year had been a very dry one, but rain reached the Douro district by 14th September, and though it was not as much as had been wanted it served at any rate to freshen the grapes a bit.

The vintage, which promised to be good and abundant, started generally on 15th September, though some had begun on 10th September; others, however, started a few days after 15th September in the hope that rain would come. After a little rain in the middle of the month the weather was perfect throughout, being quite cool with occasional showers, and the grapes were sweet though they were thick skinned and not quite ripe. They went into the *Lagares* nice and cool but would not stand much work.

It was an unusual year for many reasons as most farmers produced 25 per cent to 30 per cent more than they had calculated, and there was a great deal of wine in the Baixo Corgo. It is problematical whether most had not started the vintage too early as many of the younger vines were burnt up and others had suffered much from want of rain. There were some very good grapes, but the skins were hard and the grapes had little liquid in them. The vines were so overloaded with grapes that, although the weather was favourable, they could not bring them to ripeness, and it was found in some Quintas that the last wines made were far more green than those made earlier.

Tonels varied in the earlier stages, some showing nice delicate wines though others tended to be light, thin and green. Through the Summer of 1905, however, they steadily improved, and it became possible for some of the leading shippers to offer attractive parcels of the year as Vintage Port, for which there was a good demand.

Brandy this year had proved a difficulty in the making of the wines as owing to the general shortage of brandy all supplies were distributed to the various firms on a rationed

basis by the Mercado Central, with the result that in view of the unexpected yield of the year many found themselves in temporary difficulties.

- 1905 The vintage started generally on 2nd October in perfect weather, which remained cool and bright without rain throughout the vintage. In most places, however, the grapes were not ripe, but graduations were mostly higher than in 1904 and the *Lagares* stood more work, which was surprising in view of the appearance and taste of the grapes.

The wines were all decidedly green, but had more colour and body in the Cima Corgo than the 1904s. In the Baixo Corgo, however, the wines were sadly short of colour.

- 1906 Early in September rain was badly wanted and cooler weather would have been beneficial, but rain came on 11th September with unsettled weather and thunderstorms all over the country, which did a great deal of good. This brought on the grapes so rapidly that, whereas it had been expected that the vintage would start on 1st October generally, it did in fact start on 26th September.

The grapes were gathered in splendid weather but the wines in general had poor colour and were rather green, the quantity all round being less than in 1905. The *Lagares* stood fair work.

- 1907 Before the vintage there had been a long drought, but rain just before the vintage saved the situation as the grapes had been very dried up and hot.

The vintage was started generally on 5th October and there was occasional rain during it, but the skins were so thick and hard that there had been no *Podre* up to 15th October; from that date, however, it appeared and seemed to have come to stay.

After the rain just before the vintage the weather became colder so that the *Lagares* stood a lot of work, but the graduations were low. The wines were of medium quality and rather green, but quite useful in spite of their lack of colour.

- 1908 The prospects up to 10th September had been good, and the vintage started generally on 21st September in the Cima Corgo and on 28th September in the Baixo Corgo. The weather up to 27th September was perfect, and the grapes, which were sound and looked splendid though not quite ripe, did not stand as much work as might have been wished.

It was very hot throughout the vintage and there was no rain all the time, so that it seemed probable from the start that the year would be declared a Vintage Year. The Baixo Corgo wines were very green and stalky but the better class wines turned out well, and though tending to be light in body showed considerable breed and delicate flavour.

- 1909 In June the Douro district, the Province of the Minho, and the South all looked well and promised an unusually large production, but latterly rain was wanted and did not come in sufficient quantities to make the vintage the success anticipated earlier.

The weather for the vintage was excellent, but the grapes were by no means ripe and the stalks were very green. In general the *Lagares* stood a fair amount of work, though a few started fermenting very early.

The wines were decidedly green, rather wanting in colour, and poor in every way. There was a great deal of *Podre* in the Baixo Corgo and the grapes were unripe, which resulted in the Baixo Corgo wines, though sound, having poor colour and lacking in strength. Many of the grapes, even in the Cima Corgo, were very small and hard skinned, having a certain lack of flavour like all fruit this year.

- 1910 A cold spring caused a certain amount of withering of the grapes, which fell off the vines, and the quantity of fruit that set after the flowering was not large. The vines were backward throughout the year, but some rain about the middle of September turned what seemed likely to prove a bad vintage into one with promise.

With the exception of a few showers the weather during the vintage was fine and operations became general on 10th October in the Douro district. The grapes were healthy though some tended to "greenness", and the wines showed fairly high graduations with a rather slow fermentation, but promised to develop well and have plenty of flavour.

- 1911 There were torrential rains just before the vintage which started generally on 1st October, though in some places on 25th September.

The first *Lagares* stood very little work as it was hot, but on 5th October it became cooler and the *Lagares* were standing more work. On 25th September the grapes were more forward than had been expected, but they were a very mixed lot some being ripe and others green with *Passa* and *Podre*. They were generally uneven, and even the ripe

ones showed little outstanding quality. Many appeared outwardly sound with clean skins, but they had deteriorated inside owing to the rains just before the vintage. Although the *Podre* was not apparent on the skins of the grapes, the pulp as a rule was a sort of bruised decomposing mass, which was not the consistency of an ordinary grape when properly matured.

The crop was of average size, but the grapes gave next to nothing leaving an abnormal amount of *pé*, so that the quantity all round was very short. The feature of the year was perhaps the exceptionally high graduations, which were higher than for many years, averaging 14-16, whilst in the Cima Corgo they were especially high. The *Lagares* stood a good deal of work, but most of the wines were of inferior quality and there was a great deal of *Podre* in the Baixo Corgo.

A few good wines were made, but in the main they seemed flat, dead and flavourless with little bouquet and tending in some cases to taste of *Podre*.

It would, however, be fair to say that this year did produce a limited number of very fine wines in spite of its general lack of success, and a wine such as "Sandeman's 1911 Vintage" will long be remembered as a first class specimen of all that is best in Vintage Port.

- 1912 During the first week of September the grapes looked good, though by no means ripe as the sugar had up to this time not developed, but fine weather on and after 18th September with additional warmth enabled them to make rapid progress.

The vintage started on 23rd September, and although there were heavy local showers on 29th September no harm was done. In most places the grapes gave more wine than expected, and the wines were all sound and stood a lot of work. They were not unduly sweet to taste but they were clean and quite free from rot or disease; the stalks were very green but there were fair quantities of raisins on the bunches.

The wines showed a good average percentage of sugar and had considerable flavour, but the yield was on the short side; as they developed, however, they showed good colour and the year produced some extremely fine wines for bottling.

- 1913 The Summer had been very dry, and on 10th September the grapes in the hotter situations did not promise well so that a small crop was expected. In the cooler and higher situations, however, they looked well but green.

The vintage started generally on 29th September after a small amount of rain on 17th September, and the first week was fine with the exception of rain the first two nights, the vintage finishing in moderate weather. There was no disease at first but the grapes did not seem any too ripe in some places. The *Lagares* stood a good deal of work, ranging from two days and two and a half nights to three days and three and a half nights, with low graduations in the Baixo Corgo, but the wines were deficient in sugar, and some of the last made *Lagares* suffered from rotting grapes as towards the end of the vintage it rained for two days and *Podre* appeared on the unpicked grapes; fortunately, however, most of them had been picked by then.

On the whole the wines showed poor quality as might have been expected from the musts made, and in general, though sound, they were thin, light and of low strength.

- 1914 The weather during the Summer had been unsettled, but the vintage started generally from 25th-28th September when exceptional heat was experienced for three weeks with perfect conditions during the vintage. Mildew was very prevalent, which accounted for an unusually short yield, but fair wines were made where the grapes were carefully selected and were free from mildew. The stalks were very green and the skins thick and hard, and although some of the wines were superior to those made in 1913 they showed little more than fair body, colour and sweetness.

- 1915 The vintage started generally on 28th September, during which month there was intense heat, the weather during the vintage being good with cold nights, though there were two days of rain and heavy thunderstorms.

The grapes were well formed, very clean, and free from disease, but they had thick skins, were hard, and lacked sugar. The stalks were very green, but the year produced some sound wines with fair colour though rather lacking in body, the general quality being good with more sugar than had been anticipated.

- 1916 Owing to a dry Summer the grapes were a little burnt up, but rain from 25th to 28th September improved the quality. The vintage started generally on 1st October and

magnificent weather prevailed throughout. The grapes were well formed, abundant, and free from disease or other defects, with the result that after fair graduations and a steady fermentation good wines were made, which showed elegance and no trace of bitterness or greenness.

The quantity was about 15 per cent more than anticipated, and as Portugal brandy was expensive this year, the common wines were expensive and the finer cheap. The general characteristic of the year was agreeable wines with delicate flavour which, though well-balanced and ripe, tended to lack body and colour.

- 1917 A late spring and a very dry summer had resulted in the grapes being rather burnt, but the weather remained favourable till the beginning of September when a fortnight of very hot weather was experienced, only to be followed by several hours of thunder rain at the end of the month.

The vintage started generally on 8th October and the weather remained mainly fine throughout. The grapes looked healthy, free from disease, and with a large quantity of raisins. The fermentation was slow and graduations were above the average, whilst the quality, though a little uneven, was generally good.

The wines showed good colour, body and richness, and were very satisfactory, appearing soft, full and very "raisiny".

- 1918 In May many vines had dried up owing to the lack of rain and the cool weather so that at this juncture only half an average quantity was expected, and as there had been no rain up to the end of August all the wells and springs had dried up. To add to the difficulties there was great heat in August, and although rain came later it was too late to do much good.

The weather for the vintage was good with fine days and cool nights, but it proved a thoroughly miserable vintage as many people were absent owing to influenza or bronchial pneumonia, whilst the villages were losing people daily from lack of doctors, medicines, food and proper care. For this reason the wines were made with fewer men than usual, and it took longer to gather the grapes.

The *Lagares*, however, stood a good deal of work, but even as late as 11th October there were still a good many grapes waiting to be picked. The quantity in the Cima Corgo was about a third of that of 1917 and in the Baixo Corgo little more than half.

- 1919 In the early part of the year a great deal of damage had been done in the Douro district by frost with resultant increase in prices, whilst a *Cheia* in the middle of February had stopped shipping.

The vintage started generally on 22nd September, the weather being good but variable, and such rain as had fallen had not done any harm. The *Lagares* stood a good deal of work, especially the later ones, with fair graduations both in the Cima Corgo and Baixo Corgo, but the quantity of wine in the best situations was less than expected.

It was unfortunate that a good deal of wine was unable to be treated for making into Port Wine owing to a shortage of Portugal grape brandy due to a strike in the South of Portugal, but at best it was unreasonable to be too optimistic about the quality of the wines, which only proved to be fair, and many of the wines moved to Villa Nova de Gaia in August 1920, were then found to be going sour.

It seemed clear before the vintage that prices were going to be ridiculously high, and immediately after it prices for wine were over 300 Mil. per pipe, rising later on the market to 500 to 600 Mil., whilst the price of new brandy for immediate delivery soared to 700 Mil. per pipe.

- 1920 By June mildew had become very bad in the Baixo Corgo and was rapidly spreading to the Cima Corgo extensively, but it was anticipated that this would be checked when at the end of June the weather turned very warm.

When the vintage started on 28th September there was very little disease and some good wines were expected, but whilst the weather remained good up to 4th October it broke after that with some days of heavy rain, which somewhat delayed operations. By then, however, most of the grapes had been picked, and if none too big the year produced some very attractive wines.

- 1921 Conditions in the early part of the year had not been unduly favourable, and just before the vintage crops were getting very dried up.

The vintage started generally on 26th September. The weather was rather thundery, and the little rain which fell most days did no harm, though it did no good as had been expected, but a few rotten grapes were beginning to appear on 7th October. The *Lagares* did not stand a great deal of work, averaging in most places about one day and one half night owing to the heat. Prices were about the same as for 1920s, though they tended to be lower in the Baixo Corgo, and the wines generally showed rather more colour than the 1920s.

- 1922 Reports from the Douro district at the end of July varied a good deal, but mildew was no exception. After two days rain starting on 26th September the vintage started generally on 2nd October, though in some places a day earlier.

The weather was perfect during the vintage, being quite hot by day and cool by night. The *Lagares* stood a good deal of work and fermented well, but some of the wines were rather lacking in colour and flavour.

- 1923 Up to September the year had been a very dry one, with the result that the grapes were late in ripening, but some rain fell during the beginning of September and throughout the vintage, which started generally on 8th October, splendid weather lasted.

The grapes had a healthy appearance and were clean and entirely free from disease. The quantity was good but the quality rather uneven; in general, however, the year produced good, sound wines with fine flavour. Prices of the year were high.

- 1924 The Summer had been unusually cool, but after a fair amount of rain had fallen early in September the grapes, which had been getting rather dried up owing to drought, improved. The weather during the vintage was satisfactory.

The vintage started generally on 29th September, but the quantity was considerably less than in 1923 and below the average. The grapes were not properly ripe, starting on 20th September to begin to show signs of rot, and the stalks were very green.

The graduations were satisfactory, and the wines produced had good colour, medium body and fair sweetness, though possessing a "greenish" finish.

- 1925 This Summer, too, was unusually cool, with considerable rain during August and September, but there was a short spell of great heat in September.

The vintage started on 12th October, though some had started a week before, and it was made in fine weather till 21st October. The grapes looked well, were free from disease, and in excellent condition. The graduations were fairly high and the fermentation was regular if rather slow.

The musts showed good colour with a high percentage of sugar, considerable body and "finesse", but the wines, of which the quantity was fair, though healthy and sound, showed little more than moderate quality.

- 1926 During July, August and September there was a drought and great heat, but the vintage, which started on 4th October, was made in ideal conditions, with the grapes riper than usual though some were rather burnt. They were clean and dry with many raisins and the stalks were drier than usual, but the quantity was decidedly small.

The quality of the wines was distinctly good with some above the average, and they showed healthy and of good colour and sweetness.

- 1927 Just before 28th September rain had fallen without doing harm and the weather was good, so that vintage became general on 3rd October. The grapes were ripe except those very high up, and the weather was hot and perfect. The *Lagares* stood a good deal of work and the strengths were good.

The wines showed a steady improvement as time went on, and although not possessed of as much body as some other vintages they showed a quality which well justified the year being generally offered as a Vintage Year.

- 1928 There was heavy rain at the end of September and during the first few days of October, and although it was too heavy to do the maximum good it was of considerable service as the necessary refreshing rain had not come early enough to ripen the grapes.

The late rainfall necessitated the vintage being started as late as 8th to 10th October, which is almost a record for a late start, and even then the grapes were not really ripe and there was a fair amount of *Podre* in the Baixo Corgo.

The weather during the vintage was fine all the time with the exception of a few days at the end, but the grapes had by then been mostly picked. Some fair wines were

made, some showing more sweetness than expected, and their quality generally proved better than anticipated.

- 1929 There had been insufficient rain during the winter and the vines looked weak after a very hot Summer. The rain that was wanted came too late as the grapes were already ripe, and in general it did more harm than good.

The vintage started in the Baixo Corgo on 26th September and a few days later in the Cima Corgo. It rained during the vintage but not sufficiently to delay operations more than a day; it did, however, cause a certain amount of *Podre*, especially in the Baixo Corgo.

The grapes were very ripe though somewhat dried up, and in many districts they were nicer, sweeter and far riper than had been seen at any vintage for some years. The yield was small and less than anticipated, whilst the graduations were high owing to the large percentage of raisins on the bunches.

- 1930 The summer had been bad, but by 11th August the heat, which had been badly wanted, had come at last, though at this juncture further rain would have been unwelcome. Up to then a poor vintage had been anticipated owing to the unsatisfactory summer, and shortly before the vintage an unnecessary amount of rain had fallen causing a great deal of *Podre* on the red grapes in the Baixo Corgo, though the white grapes escaped for the most part.

The vintage began on 2nd October and became general on 6th October, but the grapes were irregular and very backward, and a smallish crop was expected. Rain fell again towards the end of the vintage and the unpicked red grapes, which were usually gathered after the white, were more or less destroyed, with the result that much was left for *Consumo*, being unfit for making into Port Wine.

There was a little *Podre* in the Cima Corgo but by careful selection the grapes reached the *Lagares* in very fair condition, and on the whole they were not so green and undeveloped as anticipated.

The following spring it looked as if the white wines would be good as they were in better condition at that time of the year than usual, but the red wines showed a lack of colour, body and strength. They were dull, and though not as poor as the 1928's they were not as good as the 1929's, which had a certain amount of life in them, but fortunately they did not go as "brown" as many of the 1928's.

- 1931 There had been very little rain during the winter, and the summer was unusually cool, with the result that after July the grapes hardly developed as the weather in August was cold and dry. The rain and warm weather in September came almost too late.

The vintage started in some places on 24th September and became general on 28th September, on which date summer heat had reached the Douro district though an East wind was then drying things up fast and the grapes were not really ripe. Fortunately, however, there was no disease or rot. The weather all through the vintage was most satisfactory with only a few light showers, two cloudy days, and then fine again. The *Lagares* took a lot of work before fermenting.

Owing to the weather experienced that year it had been expected that the grapes would be very green and undeveloped, which was the case mainly with the red grapes. The opposite was found in some situations, the irregularity in ripeness being caused not so much by the cool summer as by the lack of rain during the winter.

The white wines were satisfactory and the red wines showed colour and flavour; they were better than the 1929's, which, although possessing plenty of sweetness, lacked body.

The demand this year was unusually small and the produce of some Quintas could be bought at very low prices, which hardly paid the farmer's expenses without any computation for profit, whilst brandy was abundant and fell in price during the few months preceding the vintage.

It was gratifying after the poor quality of the 1930's to find the wines at the end of the year showing colour and life, and when they were moved down to Villa Nova de Gaia in the spring they appeared soft, nice and sweet, but they failed to maintain their promise in many instances and by the autumn of 1932 were hard to regard as outstanding.

- 1932 The Douro district had experienced a very dry Winter and a cold Summer, which

resulted in a shortage of grapes, such as there were being green, and as late as the first week of September the grapes were still very backward.

On 20th September torrential rain fell for two days, which necessitated the grapes being given time to dry and the vineyards, which had been flooded, being allowed to drain. Most firms waited until 10th October before starting the vintage, though some had begun earlier, but there was *Podre* in the Baixo Corgo as rain had again fallen on 8th October.

The grapes stood a lot of work in the *Lagares*, but the wines showed very little colour and some of the Quintas were green. There was very little *Podre* in the Cima Corgo and the wines promised to be sound, though not fat and luscious, but it was expected that they would prove better than the 1930s as the *Podre* was less pronounced.

There was not much wine treated for Port Wine this year, and in the end the wines turned out very disappointing it being doubtful whether they would ultimately show better than the 1928's.

1933 Although early in July there had been no rain the grapes looked well, but the arrival of August coincided with terrific heat in the Douro district with occasional thunder showers. For this reason and owing to the lack of rain the early promise of the grapes seemed unlikely to be fulfilled as the grapes and leaves were gasping, there having been no good rain since 5th May. Up to 12th August there was no *Podre*, and such grapes as were not burnt looked healthy.

Local faith was pinned to the arrival of rain on 15th August, a Saint's Day, on which rain was generally found to fall, but the confidence proved to be misplaced and a large proportion of the grapes were burnt in July and August by the hot sun, especially on the younger vines, the position not being helped by the daily strong winds in July.

The vintage became general on 25th September, but between 18th and 25th September the grapes had not ripened much as it was too cold. The days were very cool during the vintage, which suffered from too many dry grapes (not raisins), causing lack of freshness in the wines.

The quantity gathered outside the Baixo Corgo was only three-quarters of the July estimate, but the musts were satisfactory both in the Cima Corgo and Baixo Corgo. The fermentation was fairly lively and regular, though inclined to be rather rapid at the finish. The *Lagares* took an average amount of work and the wines promised to have colour, but as so many grapes had been burnt the juice was missing from several kinds, which made it hard to determine what sort of wine would result.

The *tonels* fell bright very quickly, but by the following Spring great disappointment was expressed with the wines which, whilst having no colour or freshness, were very hard and on the sweet side to such an extent that by this time even the optimists lost faith in them.

This year Douro brandy had to be bought for cash for the first time.

1934 The year started unpromisingly owing to a drought in the winter, but in the middle of March there were ten days of good rain, resulting in a slight *Cheia*. During this period there were violent winds with hail in some parts, but fortunately the vines were not yet bursting.

During the first week of July it became hot in the Douro and the vines promised to catch up as, although there were few grapes, the vines looked healthy, but by the end of this month there had been no rain in the Douro district and a heat wave had set in in Oporto. The grapes at this juncture were very small.

On 13th September good rain fell in the Douro district, and as the grapes appeared ripe on 21st September with little prospect of improvement, if rain then came, some started the vintage, which became general on 1st October. The weather remained fine throughout the vintage and the grapes looked healthy and nicer than they had been seen for some years. The lack of winter rain had prevented the wines showing fresh, but they had good colour and were offered by many firms as a Vintage Year.

1935 During the winter the Douro farmers found themselves faced with the likelihood of ruin owing to lack of rain, but the position was saved by good rains on 15th December. This, however, was hardly sufficient to provide a year with a good "winter" history, and slight further rain in the Douro district early in April arrived none too soon. The spring was cold with the result that much fruit did not set.

Rain fell again on 5th August throughout the Douro district, but by this time the grapes had only partially turned colour and the prospects were none too encouraging. There was no disease but the quantity promised to be about 25% less than in 1934. The weather had been hot, and by the middle of August rain was badly wanted after the heat as during July and August there had been no dew at night, which often helped the fruit to ripen, though some came in September.

In August, however, the grapes were still very backward, but rain came in the middle of August which promised to ripen them, and at this time it looked as if the vintage would start on 23rd September but further rain was wanted before picking started.

The Spring frosts had prevented many bunches from setting, particularly in the *Mourisco* and *Touriga* grapes, but the weather remained hot and fine till the end of September. The grapes were beautifully clean, and the wines when made looked darker, fresher and softer than usual, whilst those that started the vintage early probably acted wisely as delay might well have meant a lack of "balance" in the wines.

By the middle of the following March the wines were still showing a certain lack of colour, though they seemed to have more at this juncture than the 1934's, but they did not give much ground for enthusiasm. The winter had been warm in Oporto with the result that the wines were very slow in falling bright, but during 1936 they steadily improved and began to show their real worth.

They had had more sunshine than the 1934's, and it was not long before they began to show more sweetness than the 1927's and more life. During the autumn of 1936 they began to close up well and the year was ultimately shipped as a Vintage Year by many firms, the characteristic of the year as compared with 1934 being possibly a greater freshness and life.

1936 The autumn of 1935 had been the best experienced for some years, but by the end of the year more rain was wanted, and the winters of the last few years had all been dry. It was therefore fortunate that on 31st December good rain came to the Douro district, even though it caused a *Cheia*. The district had not experienced such rain for years, and in the river at Oporto a British collier broke her moorings and went adrift.

By May the weather had improved and the vintage prospects looked more hopeful. Some firms started the vintage on 28th September, but it did not become general till 5th October; the grapes, however, had not improved during these few days, and those that started early proved wise as severe rain came on 4th October and it continued to rain intermittently all the following week. The weather became very cold and the cold grapes took a long time to ferment, but they were sound and quite sweet.

The wines promised to be on the green side, and if picked late they suffered a good deal from *Podre* in the Baixo Corgo, but in the main they showed fair with a certain amount of colour, though rather dry owing to the amount of work they took.

By the middle of December, however, they seemed to have lost a certain amount of colour and were very brown and hard like the 1932s.

1937 Early in May the weather was perfect and the vines looked very healthy, with their bunches plentiful and much more regular than in recent years. Early in July there was very great heat in the Douro district but the grapes showed well. The olive trees also promised to have an unusually successful year, but by the end of August rain was badly wanted before the vintage as there had been none for the last four months. The farmers were waiting for the moon to change in the hope that rain would then come as the skins were very thick and tough. The soil, however, had plenty of moisture in it from the good winter, which enabled the older vines to stand up well.

The vintage started generally on 23rd September in extremely hot weather, but there had been a few showers during the last week of August which were followed by further rain on 15th September and a few hours on 18th September, which served to swell the grapes considerably. This upset shippers' calculations of their needs with respect to Portugal grape brandy, which owing to the new regulations of the Brandy Federation was hard to buy at short notice, so that some firms found themselves short and had to cable for more.

The grapes looked very healthy and ripe with a good many raisins, which resulted in the wines being on the whole well balanced with the promise of the right amount of acidity to keep them fresh. The *Lagares* stood a good deal of work, averaging two

days and two nights, and the fermentation was vigorous owing to the heat. The wines showed good promise as they had colour and freshness in most cases, and were "fatter" in the mouth than in previous years, whilst the few dry *Tonels* made showed soft and "jammy" instead of the usual hard and astringent appearance at this stage.

1938 Up to April the Douro district promised badly owing to a long spell of unusually hot dry weather, but rain came early in May with the result that the appearance of the district improved and the grapes were abundant. The prospects were now good, but a large quantity was not wanted after the vast vintage of 1937 and because a slump in trade had now set in.

In spite of the shortage of rain during the winter there were plenty of grapes at the end of June and they looked healthy. A month later they were showing more advanced than in 1937 by ten days or so, and an early vintage seemed likely.

By the middle of August, however, the Douro district was badly in need of rain as it was very dry, and the quantity then promised to be smaller than had originally seemed probable. A little rain fell in the middle of September but it was less than was required.

This year the winter rain had undoubtedly saved the grapes and the earlier vintaging caught them fresher than they were later on, when most firms started. Up to 7th September rain was still wanted as the grapes, though clean and sound, wanted juice and were not yet sweet. The vintage started generally on 26th September.

By the end of October many of the wines had fallen almost bright without the help of cold weather, which was a good sign, and although they had good colour and plenty of body they were inclined to be on the brown side owing to lack of rain, but their sweetness was average.

There had been raisins everywhere, not of the dry variety but very sweet and juicy, which resulted in more wine being produced than was thought likely before the vintage owing to the drought. The weather was dull for the first few days of the vintage with a little rain, though not enough either to hurt or benefit the grapes. The *Lagares* stood a normal amount of work.

After the vintage prices in Oporto dropped appreciably in view of the position, which resulted in wine being quoted to France at £16 per pipe and to Great Britain at £19 per pipe and under.

Apart from the wine itself this vintage will perhaps be remembered for the following reasons:

- a. It was the 50th consecutive vintage attended by Mr. Frank Yeatman of Messrs. Taylor, Fladgate and Yeatman, Oporto—an occasion which was duly celebrated by a luncheon given at Pinhao.
- b. The huge cuts imposed by the Casa do Douro in the quantity of Port Wine to be made, which no Quinta escaped.
- c. The war scare resulting from the annexation by Germany of the Sudeten area of Czecho-Slovakia, which occurred in the middle of the vintage.
- d. The production of the film "The Voice of the Vintage" by the Gaumont-British Film Co. Ltd., during the vintage.

CHAPTER EIGHT

What is Port Wine?

*"Port! Port! No Briton ought consider that he's done his duty,
Until he's felt beneath his belt a bottle of the 'Rare Old Fruity'!"*—H. G. Pelissier.

Its Name

The name "Port" or "Port Wine" is an abbreviation of the translation of the Portuguese name "Vinho do Porto" or "Wine of Oporto". The ancient City known in English as "Oporto" is even to-day called "Porto" in Portugal, the letter "O" meaning "The" in Portuguese, whilst "Porto" means "Harbour".

In olden times it was the custom to identify a wine either by the name of the district in which it was made or the port from which it was shipped, and we find other examples of this form of nomenclature in wines such as "Sherry" (the Wine of Xerez), "Champagne" (the Wine from the Champagne district), "Burgundy" (the Wine from the Burgundy district), etc.; probably the two principal if not sole exceptions to this rule are "Claret" and "Hock", for which there are other non-geographical explanations.

Mr. John Croft reports as follows in a footnote in his "Treatise on the Wines of Portugal", 1788:

"In Minshew's Etymological Dictionary you will find the word Hock derived from the flower Holl-Hocke, which used to be boiled up with Wine, so called from Hoquet, a French word the Hiccough or Singultus; so, perhaps, when that liquor was disused as a remedy for the disorder Rhenish Wine was substituted instead of it, as it all promiscuously used to be called Hoc till of later years that the distort took place of Old Hoc from the age of the Rhenish."

At the same time Mr. Croft refers to "Hoc from Hockheim, a village contiguous to the Rhine", and adds "The Hoc Wines, which are commonly and only so called by the English (for they altogether promiscuously termed Ryns Win, or Rhenish Wine, by the Germans), . . ."

This form of nomenclature was adopted for the reason that the flavours and general characteristics of any wine are mainly attributable to the special features of the soil and climate in which the grapes are grown. Attempts have often been made to import the vines of one district to another and make the wine in the identical manner, but they have never produced the same result owing to the difference in the soil and climate, and it is therefore impossible to produce wines possessing the same taste as Port Wine in any part of the world other than the Douro district of Portugal.

The Legal Protection of the Name

Under Portuguese Law the name "Port" or "Port Wine" is reserved for wines grown and made in the Douro district of the North of Portugal, which at the same time are subject to many other laws framed for the benefit of their production and the welfare of the industry.

But the protection of the name goes further than the Laws of Portugal as it is similarly protected in the United Kingdom amongst other countries. Article 6 of the Anglo-Portuguese Commercial Treaty Act, 1914, reads as follows:

"His Britannic Majesty's Government engage to recommend to Parliament to prohibit the importation into and sale for consumption in the United Kingdom of any Wine or other liquor to which the description "Port" or "Madeira" is applied, other than the produce of Portugal and of the island of Madeira respectively."

And this was the first time that any legal definition of "Port" became operative in Great Britain. Later, however, the definition was tightened up in the Anglo-Portuguese Commercial Treaty Act of 1916, which became law on 23rd August of that year, and whereas the 1914 Act went no further than saying that "Port" must be the "Produce of Portugal", the 1916 Act enacted that the wine must be shipped accompanied by a "Certificate of Origin" issued by the Portuguese Government showing that it was a wine to which under Portuguese Law the description "Port" might be applied.

This compels its production in the Douro district, which is an area determined by the Law of Portugal round the banks of the River Douro, the eastern end of the district being on the Spanish border and the western end approximately 45 miles east of Oporto. The district is broadly 30 miles from west to east and 10 to 30 miles from north to south.

It has always been a moot point how far expressions such as "Port Type", "Port Character", etc., contravene the law on the ground that they do or do not constitute the description "Port", and this must no doubt remain for determination in the light of the facts of any particular case. It should therefore be noted that in order to eliminate any doubt on the point Portugal has been studiously careful to include in other such Treaties, which she has made later with other countries, a clause forbidding the use of such expressions.

In this connection may be instanced her Treaty with the Irish Free State, in Article 6 of which we find the same protection given to the name "Port" as is in the Treaty with the United Kingdom, but with the following addition:

"These stipulations shall apply even if the aforesaid regional designations are accompanied by certain expressions or qualifications such as 'character', 'type', 'quality', 'kind', or any similar expression."

Portugal has like Treaties with many other countries, but it may perhaps be considered strange that the only Treaty which fails to include some such protective clause is that made with Great Britain, her most valuable customer for Port Wine.

The two great national features of "Port Wine" and the "Law" appear to have been in close association for a very long time, and many great judges through the ages have not advocated a policy of strict teetotalism for themselves in the matter of Port Wine.

The following extract from "Memorials of his time" by my great grandfather, Lord Cockburn, the famous Scottish Judge, is not without its interest:

"At Edinburgh the old Judges had a practice at which even their barbaric age used to shake its head. They had always wine and biscuits on the Bench, when the business was clearly to be protracted beyond the usual dinner hour. The modern Judges—those I mean who were made after 1800—never gave in to this; but with those of the preceding generation, some of whom lasted several years after 1800, it was quite common.

"Black bottles of strong Port were set down beside them on the Bench with glasses, carafes of water, tumblers, and biscuits; and this without the slightest attempt at concealment. The refreshment was generally allowed to stand untouched, and as if despised, for a short time during which their Lordships seemed to be intent only on their notes. But in a little some water was poured into the tumbler and sipped quietly as if merely to sustain Nature. Then a few drops of wine were ventured upon but only with the water; till at last patience could endure no longer and a full bumper of the pure black element was tossed over; after which the thing went on regularly and there was a comfortable munching and quaffing to the great envy of the parched throats in the gallery.

"The strong-headed stood it tolerably well, but it told plainly enough upon the feeble. Not that the ermine was absolutely intoxicated but it was certainly sometimes affected. This, however, was so ordinary with these sages that it really made little apparent change upon them. It was not very perceptible at a distance; and they all acquired the habit of sitting and looking judicial enough, even when their bottles had reached the lowest ebb.

"This open-Court refection did not prevail, so far as I ever saw, at Circuits. It took a different form there. The temptation of the Inn frequently produced a total stoppage of business, during which all concerned—Judges and Counsel, Clerks, Jurymen, and Provosts—had a jolly dinner; after which they returned again to the transportations and hangings. I have seen this done often. It was a common remark that the step of the evening procession was far less true to the music than that of the morning."

Legal authorities are famous as men of wisdom and judgment, and it is perhaps for this reason that we find the old inns even to-day the proud possessors of exceptionally fine stocks of Vintage Port. Whereas the Courts rise earlier than in the days of Lord Cockburn the refreshment of their Lordships in the same manner as of yore is no longer regarded as a necessary addict to their health or judgment.

As shown above, the name "Port" is protected by Commercial Treaties made between Great Britain and Portugal, and the "Port Wine Trade Association" of London protects the public and the honest trader by prosecuting any merchants thought to be selling as "Port" products which do not fall within the ambit of the Treaty Acts. For some years I frequently found myself called upon to give evidence for the Association in such cases, which were often not without their interest.

It is perhaps a curious thing that there is no known method of complete chemical analysis which can determine whether a wine is Port or not, though at times the limited chemical angle

may be useful to a Court in evidence. It may be that one day, when the science of "Dowsing" has become more fully understood, an application of this art will be found, which will be able to determine accurately the particular district in which a wine has been produced. It is therefore necessary for the present to fall back upon the evidence of trained and experienced tasters, who have had a wide experience of Port Wine and other wines. The Courts have shown themselves very ready to accept such evidence, especially when provided by tasters, who have no personal axe to grind, but the Courts have still within my experience much to learn on the question of tasting, which they have not yet recognised as the definite art which it is.

On quite a few occasions I have found myself asked to give a professional opinion on "Port" by tasting in Court, which I have always regarded as a dangerous procedure for the proper conduct of the Court with any witness. To ask any professional taster to give an opinion of any value in the surroundings of a typical Court of Law is comparable to asking the Judge to give his verdict without his being able to hear the evidence. In tasting wine the greatest concentration in surroundings to which the taster is accustomed is a *sine qua non* if a correct opinion is to be relied upon, the reason for this being that the senses cannot marshal their impressions in surroundings unfavourable to them. Quietude for such concentration, proper light, other wines for comparison, instruments, etc., and proper tasting glasses are all necessary for the formation of an opinion good enough to be of value to the court, but I have been asked to taste wines in Courts with none but overhead electric light, the air vitiated with dust, crowded with the staring eyes of the public and court officials, and in tumblers and all manner of types of glasses quite unsuitable for the professional tasting of Port Wine and which as often as not have not been above reproach in their cleanliness.

Even if the court is prevailed upon or itself demands that witnesses should taste wine in court the task of Counsel defending a man, whose misdemeanours are obvious to trained tasters, is by no means an enviable one, but various modes of procedure on their part have for me been not without their interest. On more than one occasion I have seen defending Counsel go to considerable trouble to trace what is purported to be the cask from which the wine before the court is said to have been drawn, and with a flourish of success produce the "Certificate of Origin" issued by the Portuguese authorities for that cask. But I have often wondered how far this is likely to influence the court in the absence of the slightest evidence that the wine came out of the cask covered by the certificate, beyond on occasions the testimony of the cellarman of the defendant whose evidence is obviously liable to be suspect as long as it is unsupported.

I remember once being invited to "describe the taste" of a wine in court, but it is of course impossible to describe any taste unless by way of comparison or criticism, and I was sorely tempted as a riposte to invite the learned Counsel making the request to describe the taste of an onion! On other occasions I have found Counsel poorly instructed even in the most elementary matters concerning Port Wine and the wine trade, more especially in the matter of prices.

Other than Madeira, Port Wine is the only wine protected by a legal definition under an Act of Parliament, and proceedings against suspected miscreants are usually brought under the Merchandise Marks Acts. The Food and Drugs Acts are also open for such prosecutions, but although they may be satisfactory in their operation in the case of whisky, beer, etc., they are difficult of operation in prosecutions concerning the authenticity of Port Wine, as in cases where spurious "Port" is being sold by the glass over the bar it would probably involve the purchase of a glass of the wine, which would have to be divided into three portions, only one of which would be available for all the tasters to be called as evidence!

The ready wit of Magistrates in such prosecutions has always impressed me, and I have never forgotten a remark made by one of the most popular Stipendiary Magistrates of London. I had been called to give evidence in a dispute between two gentlemen, one of whom accused the other of having sold him "Sweets" (British Wine) as "Port", and when Counsel was pressing me hard for detailed information about the cheapest possible section of the Trade, of which I only had a limited knowledge, the Magistrate brought the cross-examination to a close with the apt remark: "It seems to me rather as if you were asking the captain of a P. & O. liner what goes on in a trawler!"

Prosecutions brought by the Port Wine Trade Association, a body formed for the protection of Port Wine in Great Britain, are by no means rare, the purpose being to protect the public and see that the Law is upheld. The evidence produced is usually that of leading

Port Wine shippers and wine merchants, who have examined the wine in question in their own surroundings at their own time and alone so that there can be no possible chance of the defendants raising suspicion of collusion in tasting. Prospective witnesses are given no information about the wine and are merely asked to say whether in their opinion the wine shown them is Port or not. Their knowledge enables them to make any necessary allowances for such matters as bonding age, good bottling, etc., and such evidence can be brought to the court in a reliable form.

It is usually the task of the court to decide whether the description "Port" has been applied to the wine in contravention of the Treaty Acts, and the following extracts from the summing-up in the case "Sandeman v. Gold", heard by the High Court of Justice on 19th October, 1923, are illuminating. The case arose out of a prosecution under the Merchandise Marks Act 1887 and the Anglo-Portuguese Commercial Treaty Acts 1914 and 1916, which was first heard summarily before Justices of the Peace sitting in Petty Sessions at Mortlake, Surrey, who after hearing the evidence dismissed the information. They were accordingly asked by the prosecution to state a case for the opinion of the High Court of Justice, and on the matter being duly heard the following Judgments were delivered:

The Lord Chief Justice

"This is a case stated by Justices, and it arises out of a hearing of an Information preferred by the appellant against the respondent for selling, contrary to the Merchandise Marks Act 1887, a bottle of Wine, to which there was applied a false trade description, namely, the false trade description 'Tarragona Port'. The Justices having heard the evidence and the arguments, were of opinion that no false trade description had been applied, and accordingly dismissed the Information.

"The material fact is, that upon the 9th January of this year (1923) the respondent did sell to a certain person a quart bottle of red Spanish wine known as 'Tarragona', bearing a label on which were printed the words 'Tarragona Port'.

"Even before the year 1914 it might have been difficult to justify such a sale, as was said by Mr. Justice Bailhache in giving judgment in 'Holmes v. Pipers Ltd.' (in 1914, 1 Kings Bench p. 64):—'The argument is frequently put forward in these cases, that if, taking the whole of the description, a contradiction in terms is found, it is absurd to suppose that anyone can be deceived, and therefore the description cannot be a false trade description. It is said in this case (Holmes v. Pipers Ltd.), that there is a contradiction in terms between the words "British" and "Tarragona". The vice of the argument, however, is that it assumes too much knowledge on the part of the purchaser of this class of article'.

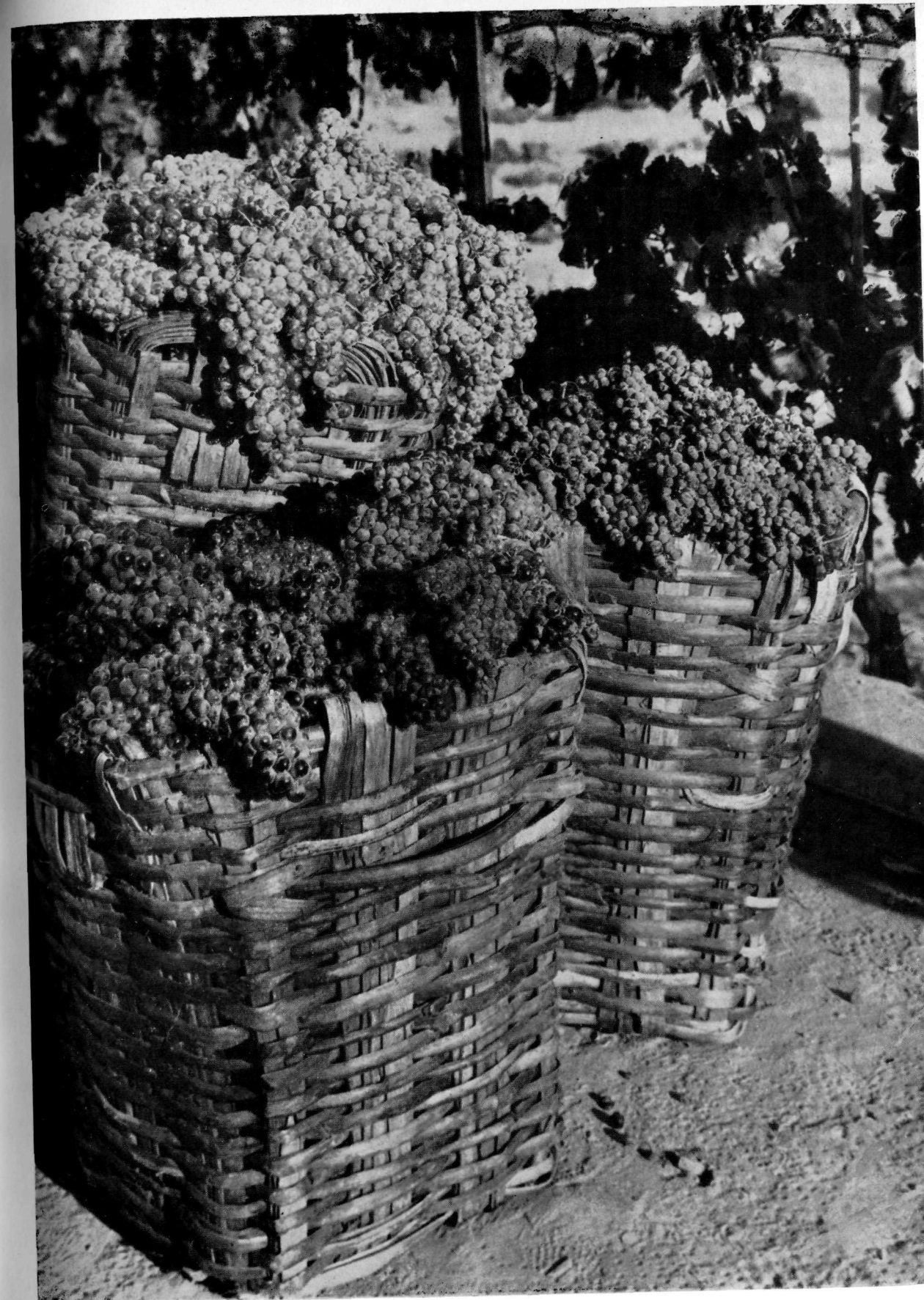
"That case, however, was decided in October, 1913, and in November, 1914, an Act of Parliament was passed called the Anglo-Portuguese Commercial Treaty Act 1914, giving effect to a Protocol set out in the Schedule.

"The first section of that Act of Parliament provides, so far as the word 'Port' is concerned, 'That the description "Port" applied to any wine or other liquor other than wine the produce of Portugal shall be deemed to be a false trade description within the meaning of the Merchandise Marks Act 1887, and that Act shall have effect accordingly'. In my opinion, the provisions of that section made impossible the kind of argument and defence which were put forward on behalf of the respondent in this case.

"The question is, Was the word 'Port' applied? If the word 'Port' was applied and the wine to which it was applied was not the produce of Portugal, then the word must be deemed to be a false trade description.

"It is said that that is to give too rigorous a meaning to the Act of 1914. In support of that criticism reference is made to the subsequent Act, the Anglo-Portuguese Commercial Treaty Act 1916, which became law on the 23rd August, 1916. But I think that the later Act, if I may use the expression, crosses the t's and dots the i's of the earlier Act. It adds to the earlier Act, and does not subtract from it. The earlier Act, having said that wine which is to be called 'Port' must be wine that comes from Portugal, the later Act went on to say that it was not enough that the wine should come from Portugal, but there must be also a Certificate issued by the competent Portuguese authorities to the effect that it was a wine to which by the Law of Portugal the description 'Port' may be applied.

"In my opinion, after the passing of the Act of 1914, this case was unarguable, and the Appeal ought to be allowed, and the Justices should be directed to convict."



Baskets of Douro grapes.

Mr. Justice Sankey

"I agree. The point at issue is an extremely short one and depends upon the proper answer to this question: Was the description 'Port' applied to this red Spanish wine? In my view the answer to that question is, that it was so applied. Mr. Barrington Ward meets it by saying: 'Well, it was called "Tarragona"'; but none the less in my view the description 'Port' was applied to this red Spanish wine, and consequently that is deemed to be a false trade description under the Anglo-Portuguese Commercial Treaty Act of 1914.

"I agree that the appeal should be allowed, and the Justices directed to convict."

Mr. Justice Salter

"I am of the same opinion. The Anglo-Portuguese Commercial Treaty Acts of 1914 and 1916 were passed for the purpose of preventing the kind of contention which has been raised in this case."

The Wine itself and how it is made

As explained more fully in another part of these notes, Port Wine was originally a natural wine broadly similar in style to Burgundy, as it is known to-day, and made from the national vines of Portugal. As the years went on, however, it became the practice to "fortify" it with Portugal grape brandy. It seems clear that for very many years the Douro wines had often been assisted by the addition of small quantities of such brandy the better to stand storage or travel to Great Britain, but it is hard to find evidence of its use as a basic constituent at the time of the actual making of the wine (as to-day) before 1830-1840. The details of its making in the early 1840s are more fully outlined in Chapter Three ("Baron Forrester"), but it was then still produced from the national vines, and it was not until the early 1880s that the national vines were grafted on to American stocks in order to withstand the ravages of the *Phylloxera*.

Since then no serious change has been made in the basic composition of the wine.

The annual vintage takes place late in September or early in October, and once the grapes of the year have been gathered and made into wine the next "year" begins. The vines are pruned or planted between November and February, and the grafting is done between January and March. From about the middle of March the first green shoots usually begin to appear, to be followed by small bunches of grapes, all of which at that stage are green in colour, but early in July their colour becomes more definite and changes to a pale golden colour for white grapes and a rich purple colour for red grapes. It is customary to look for the first signs of colour on St. John's Day, 24th June, when tradition expects "O Pintor" (the painter) to arrive to begin colouring the grapes.

During these months a great deal of work has to be done in the "Quintas" (vineyards) by tending the vines in many ways, but, whereas the work of mankind can be brought to some state of perfection, the vagaries of the weather remain to play their part throughout the year. In a normal year the Douro district is very hot during the summer and as often as not the rainfall is not heavy, so that a wet winter is always welcomed in order that the vines may be provided with a store of water to stand them in good stead during the dry summer months while the grapes are growing.

The vines are planted on terraces, which prevent their being washed away by heavy winter rains down the slopes of the hills on each bank of the River Douro, and their roots find their way deep down in the schistous soil, which is characteristic of the district, so that after good winter rains the vines do not suffer too much from a severe drought during the summer. Whilst theory can often determine the best positions in which to plant a "Quinta", it is at times found in practice that the results given are not as satisfactory as those from positions less attractive theoretically, so that it is no unusual sight to find "Quintas" which have been allowed to fall into disuse.

After good winter rains the farmer hopes for alternating heat and refreshing rains to conform with the needs of the grapes throughout the spring and summer, and it is on this ground that it has often proved difficult to gauge with any real accuracy how the wines will turn out until they are actually made. A promising vintage may easily be ruined at the last moment by lack of or excess of rain, whilst others, which promised little success, have turned out highly satisfactory owing to weather conditions at the last moment supplying the needs of the time.

According to the appearance of the grapes and the weather prospects the farmer or shipper decides the date upon which he will start picking his grapes, and when the time comes work at the vintage starts in real earnest. It is a time of rejoicing for all, in which men, women and children find employment. The grapes are picked, and after any bad ones have been removed from the bunches they are carried by men in large baskets, the contents of which will each yield roughly one dozen bottles of wine in the end, to a small house in which is situated the *Lagar* where the grapes are pressed, but before being put into the *Lagar* they are weighed and the farmer is paid for them by the shipper accordingly.

The *Lagar* is a stone trough about three to four feet deep in which the bunches of grapes are piled up to a height slightly lower than the sides. Pressing begins to the accompaniment of a guitar played by one of the men, and the "must" (juice) slowly begins to ferment, the primary agent enabling the fermentation being the "bloom" on the grape skin. During this process the natural sugar in the "must" is transformed into alcohol and carbonic acid gas, but the latter escapes into the air. Thus it will be seen that the longer the fermentation is allowed to proceed the less becomes the natural sugar and the more the alcohol, i.e., the longer the "must" ferments the "drier" it becomes in taste.

If the fermentation were allowed to proceed as far as nature permitted the resultant wine would be of the nature of claret, but in the making of Port Wine it is checked at any time desired by the shipper or farmer in order to retain much of the natural sugar of the grape for the benefit of mankind. This is done by the addition of Portugal grape brandy at any time within the discretion of the shipper, and if it is done early during the fermentation a very sweet wine known as *Geropiga* results. The brandy is not usually added to the must in the *Lagar*, but the latter is run off into a large vat known as a *Tonel* in which the brandy has previously been placed, and from that time the fermentation ceases as a primary activity in the wine and for the first time the must becomes wine.

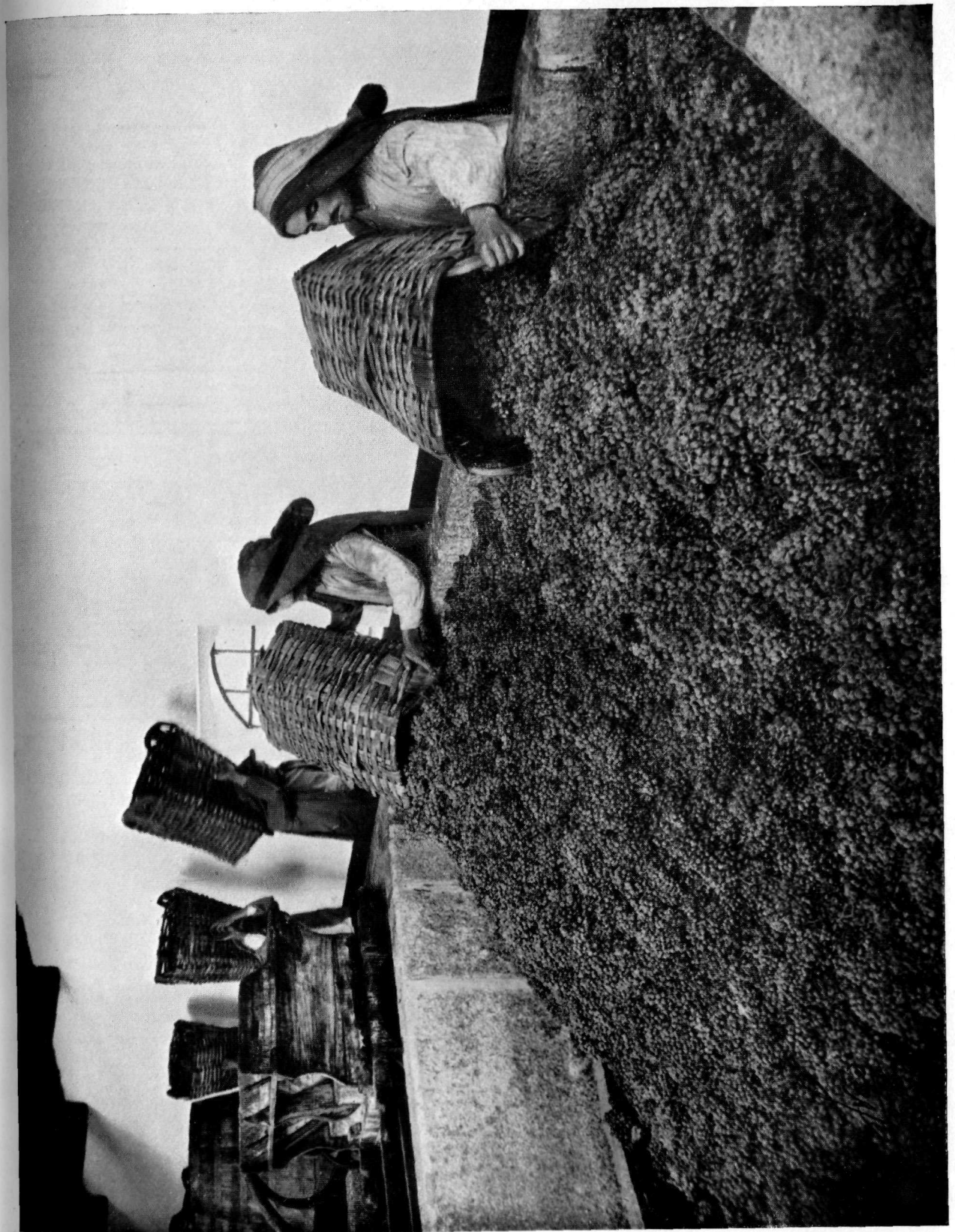
In olden days a *Tonel* used to be shaped like the standard cask used for Port Wine known as a pipe, one with a content of 60 pipes being considered exceptionally large, but in these days a *Tonel* is usually a much larger receptacle, holding up to 200 pipes and being circular with almost perpendicular sides.

Once in the *Tonel* as wine the product is left through the cold winter months to settle down. The following spring it is usually transferred into Lodge pipes and brought down to Villa Nova de Gaia, the suburb on the South side of the River Douro facing Oporto, where most of the Wine Lodges are. The wine is transported to-day from the Douro district by train, but a certain amount is still shipped down the river in the curious old-fashioned boats known as "Barcos Rebelos", which carry up to 70 pipes each, and which have been a picturesque feature of the river for so many years. The name "Lodge", which is the warehouse in which the wines are stored, is derived from *Loja*, meaning a warehouse on the ground floor only, as opposed to an *Armazem*, which denotes any sort of warehouse whether above ground or below.

The wine is then given a further small addition of Portugal grape brandy in the shippers' Lodges, and throughout its life Port Wine is refreshed in the same manner at regular intervals as there are many traits in the wine which are comparable to those of the human being, one of which is that it requires "food" (in the form of brandy) and calls for careful nursing and attention when young. Similarly do the old wines become delicate, but once a wine has become established it is gradually blended into the shipper's stock, the object being to provide standards of quality, colour, sweetness, etc., which will enable the shipper always to fashion a blend identical to that of the previous shipment of the "Mark", thus ensuring the continuity demanded by the public in the wines they prefer. This is known as "following" a "Mark", and by the accuracy with which it is done the consumer can always rely on being able to obtain from his wine merchant "the same as last".

During its life, whether in cask or bottle, Port Wine is always subject to minor secondary fermentations, and it is curious to note that these become most active during the Equinoctial periods of the year. In this connection we find John Croft in "A Treatise on the Wines of Portugal", published in 1788, expressing the following view:

"Many imagine that this disposition of the Wine to change proceeds from a kind of sympathy at the time of the push of the Vine and of the ripening of the Grapes; but this is a vulgar error, it being occasioned by nothing else than the change of seasons about the time of the Equinox."



Filling a "Lagar" with grapes prior to pressing.

The wines are clarified from time to time by a process known as "fining", and eventually shipped to various countries in the world in cask, the three standard sizes of cask being a

Pipe	containing about 116 galls. (56 Doz.)
Hogshead	„ „ 58 „ (28 „)
Quarter-Cask	„ „ 28 „ (14 „)

On arrival in Great Britain the casks are left either in Bonded Vaults supervised by H.M. Board of Customs and Excise, or if duty is paid on them they are moved to the cellars of the wine merchant, where after a rest and a light "fining" they are bottled and eventually sold to the consumer.



Standard Port Wine Casks—Quarter-cask, Hogshead and Pipe.

The Styles of Port Wine

When Red Port Wine is first made it grows both in vinosity and colour, the latter being a rich purple, but through the years, if kept in cask, it slowly becomes lighter in colour till it assumes a tawny hue. Thus in the middle of last century the name "Tawny" became indicative of an old wine, but since then it has become the practice to produce tawny wines of any age by blending White Port with Red Port. It has often been thought that "Tawny Ports are not as strong as the darker wines", but there is no truth in this thesis as all Draught Ports are shipped at approximately the same alcoholic strength, and the impression is only created by the effect on the eye of the consumer. It may, however, be said that there is great benefit in a genuine old "Tawny" Port, if only for the reason that, whilst it has been becoming tawny, it has thrown down many of its cruder constituents in the form of lees in the cask, which action is dependent on the process of time. Before it reaches such a stage it has been a "Ruby" Port of a style showing rather more "fruit" in the wine, and when thus slightly fuller it is often more palatable in colder climes than it would be if left to become older and with slightly less vinosity.

When very full the wines can be consumed just as well on draught after being matured in cask as they can after being bottled young and allowed to mature in bottle, and I remember once hearing of a wine merchant who did a good trade in a young very dark Port Wine on draught which was largely used by agricultural labourers, whose habit it was to have one drink from a pint of beer and then fill it up with a glass of the dark Port Wine.

The colour of all Port Wine is derived from the pigments in the skin of the grape, and no colouring matter of any sort is added as it is quite unnecessary. Thus do we find wines made from red grapes showing their full purple colour, whilst those made from white grapes have the light golden colour of the skins of white grapes.

The particular style or colour of a Port Wine is purely a matter for individual taste, but as

a general rule the fuller, darker wines are preferred in the colder climates, which seem to call for a higher degree of generosity in the wine. Fashion often dictates the demand for either "Tawny" or "Ruby" Ports, and it is frequently found that after a period of one the public demand switches round to the other without any apparent reason.

The only difference between Red Port and White Port is that of colour, and their alcoholic strength is approximately the same. It may, however, be correct to say that on the whole White Ports are consumed slightly sweeter than their Red confreres, and we find them often much favoured by ladies in the false belief that "they are not so heavy". Teetotallers are also often partial to them, and it is curious to note that in certain parts of the country Port Wine is regarded as a teetotal drink by many of the poorer classes. For some reason, which I have never been able to understand, one often finds an air of mystery attaching to White Ports in the minds of the public, partly no doubt because they are not so well known as the Red Ports, and it may be their very existence which prompts the suspicion that colouring matter is used in the making of Red Ports, but there is, of course, no foundation for this suspicion.

A fairly large percentage of the White Port consumed is used in foreign countries and it can hardly be regarded as one of the more popular drinks in Great Britain. It is seldom that one finds White Port used by connoisseurs either of wine in general or Port Wine in particular as Red Port Wine is so infinitely preferable to the great majority of consumers in the climate of the United Kingdom; further, when White Port is sold, the qualities selected for the purpose are normally far from being anything other than the lower varieties. There will no doubt always be a limited number of consumers (mostly ladies and teetotallers!) who will prefer it to Red Port Wine, but it should be remembered that "the first duty of Port Wine is to be red" and that Red Port Wine is intrinsically much more attractive than White Port in this climate. I have heard it said that those who favour White Port wines as against Red could hardly be regarded as connoisseurs of wine, and I for one should certainly share this view.

Vintage Port

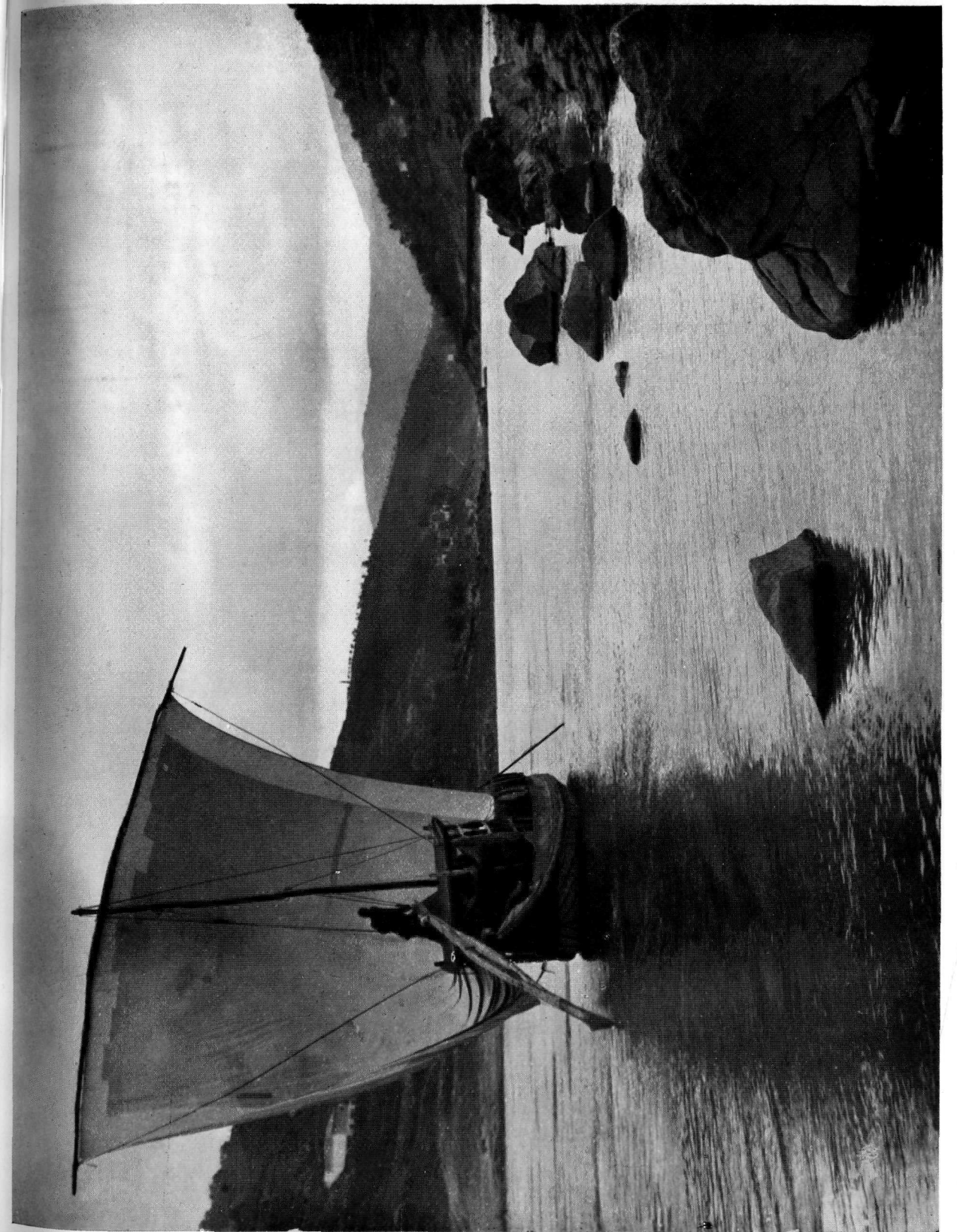
Vintage Port perhaps deserves a special heading to itself as the Port Wine trade has through the years been so largely built on these classic wines. "Vintage Port" stands apart as being the cream of Port Wine.

Before a shipper decides to offer the wines of any particular year as a "Vintage Port" bearing his brand he satisfies himself normally that the produce of the year is of outstanding merit all over the Douro district, but as a limited quantity of very fine wine is made in most years it is possible for a shipper to offer a small parcel in a year which has not been generally shipped by the bulk of the trade, and many such wines shipped from an "off" year have turned out eminently satisfactory. (Vide "1911" on p. 69.)

When a shipper decides to offer the wines of any one year as "Vintage Port" he selects a small limited quantity of none but the best of the exceptionally fine wines of that year, blends them together, and offers the lot as "So-and-So's Vintage 1927", or whatever the year may be. He nurses the wines in his Lodge during their early days and then ships them to Great Britain, if they are destined for consumption there, when just under two years old, by which time they have become full, generous wines of fine flavour. The wine merchants then play their part by bottling them after a rest, prior to binning them away and allowing them to mature in bottle in this country instead of in cask in Oporto as would otherwise have been their fate.

These wines are just as "human" as any other Port Wines, for which reason it is just as impossible to say when a particular vintage will be at its best as it is to express a like opinion in connection with a human being two years old. It is the aim of every consumer of Vintage Port to drink his wine when it is at the height of its maturity, and it is in judging this period that opinion can be helpful.

Perhaps one of the most important points in the handling of Vintage Port is to leave it in its original bin until consumed as this encourages the formation of a firm "crust" (or lees) and an even development of the wine. It is by no means uncommon to see parcels of Vintage Port moved about all over the country at various intervals, experiencing on their journeys the vicissitudes of heat and cold, rough handlings and short sojourns in cellars of different temperatures in different climates. Such handling does not give the wine a reasonable chance of showing its maximum charms when ready to drink, and is therefore to be deprecated to the fullest. A good bottling can stand a limited amount of such movement provided that the wine has remained in its original bin long enough to admit of the crust becoming firmly



A "Barco Rebelo" (Douro Boat).

established, though it can never be good for the wine, but such movement can only be highly deleterious to younger wines the crust of which is in the process of formation.

I remember once asking a firm, famed for its bottlings of Vintage Port, how it attained its excellent results, as its cellar was one of the wettest cellars I have ever seen, and my friend told me that it was their custom to roll the cask up and down the cellar the moment it arrived, although it was probably half frozen at the time. Beyond this they had two rules; one enacted that the cask must all be bottled the same day before four o'clock because my friend went home then, and the other was that if anyone was found touching a bottle of the bin for fifteen years he was sacked! My friend's theory was that the condition of the wine at the time of bottling was immaterial as long as it was given many years to settle down and develop undisturbed, and he could at any rate claim that all that was in the wine had gone into the bottle. His methods may be considered somewhat unorthodox, but in view of the excellent results they produced it is hard to criticise them adversely.

Then comes the great day when the wine is to be enjoyed by the owner and his friends. If he is not the fortunate possessor of a stock of Vintage Port in his own cellar his wine merchant will no doubt be very pleased to decant the wine for him after breakfast and send it round to his house; in that case the decanter should be allowed to remain undisturbed in the dining-room till dinner, by which time it will have had an opportunity of "breathing" and will be able to do itself justice.

In very old wines, which have been in bottle for some years, it is sometimes found that the cork has become soft and crumbly or may be suffering from "worm", and in these cases there is often a great temptation to re-cork the wine. This, however, is a great mistake, as the drawing of the original cork releases the ethers which constitute so much of the "bouquet" of the wine, whether or not the bottle is filled up from other bottles of the same wine, and in such cases the only proper course is to bring the wine into consumption without delay. Re-corking also tends to make the wine go flat.

If difficulty is experienced in drawing the cork with a corkscrew other means of dealing with the situation exist. In olden days hot tongs were used for the purpose of cracking off the top of the bottle, but this method is unnecessary as the same result can be achieved far more easily by first putting the corkscrew into the cork, then tapping upwards and sharply round the flange of the neck of the bottle with the back of a heavy knife till the sound is heard indicating that the glass all round that part has been cracked, and finally carefully pulling the corkscrew. It will then be found that the entire top of the bottle comes away, carrying the cork with it, but before the wine is poured out the top of the bottle should be carefully wiped with a clean cloth to obviate the risk of any small particles of glass still being present and getting into the wine. In utilising this method it is important to note that the corkscrew should be inserted before the top of the neck is cracked.

In this connection it may be mentioned that it is always dangerous to hold a bottle by the neck when drawing the cork as the most delicate part of the bottle is the junction of the neck and the main body of the bottle. If, therefore, a breakage occurs the hand is apt to be badly cut between the thumb and first finger, but this risk can be obviated by holding the bottle at its base instead.

It is the function of the wine merchant to watch the condition of the corks of his older wines which have been in bottle for some years, and to sell such parcels in good condition in this respect, but if parcels change hands privately the purchaser takes his own risk. It is not uncommon to hear of cases in which one friend will sell parcels of Vintage Port to another privately, but it should be pointed out that such a transaction is quite illegal as the vendor has no licence to sell wine, and if one friend desires to sell wine to another such deals should invariably be arranged through a wine merchant.

Crusted Port

Thirty years ago there was a good trade in what is known as "Crusted Port", which is similar to Vintage Port without necessarily being of the same high quality. Its bottling and handling demand the same attention, as it is a young dark wine which may have been matured in cask in Oporto for rather more than two years before being bottled in Great Britain, but as often as not the wine used is not that of one year but a blend of various years. If the wine has been more than two years in cask in Oporto it will not require so long in bottle to reach the perfection of its maturity and be ready to drink, and in olden times it was usual to find

such wines kept in the bottle for five to eight years before consumption, by which time they showed a round mellow flavour of the "fruity" type which can only be recommended.

After the War of 1914-1918 wine merchants frequently sought to replace their stocks of Crusted Port, which had been sadly denuded during the war, by bottling wines rather lighter than formerly in the hope that they would come round in bottle in two to four years and finally produce the same result, but they were doomed to disappointment as the wines they thus bottled had been too far matured in cask before bottling, with the result that they failed to show the same degree of generosity of flavour as the wines they sought to imitate.

Protective Organisation of the Industry in Portugal

It is to the credit of our oldest ally that the Portuguese Government should have instituted an administration in Oporto a few years ago (about 1932) for the protection and best conduct of one of the most important industries in her country, the Port Wine trade, and this was expressed in the formation of three bodies, each with its own definite tasks.

The senior of these is the "Instituto do Vinho do Porto" ("Port Wine Institute"), whose duties apart from a general supervision and administration of the industry include such functions as Advertising and dealing with the Repression of Fraud, whilst the decrees governing its actions include such matters as

- a. The definition of "Port Wine" under Portuguese law.
 - b. The demarcation of the Douro district.
 - c. The administration of the area under fiscal supervision known as the "Gaya Entrepot", being the district in Villa Nova de Gaia where the Wine Lodges are situated.
 - d. The treatment of wine with Portugal grape brandy.
 - e. The issue of "Certificates of Origin" to registered Port Wine shippers.
 - f. The movement of Port Wine from the Douro district to the Gaya entrepot.
 - g. The determination of the alcoholic strength of Port Wine at any period of its making.
- as well as many other matters, such as chemical analysis involved in the conduct of the industry and its wines.

The junior bodies are the "Gremio dos Exportadores do Vinho do Porto" ("Port Wine Shippers Guild") and the "Casa do Douro" ("Douro District Department"). The first named is a body to which it is compulsory for all registered Port Wine shippers to belong and to whom alone the "Certificates of Origin", issued by the "Instituto do Vinho do Porto", are furnished. To become a "Registered Port Wine Shipper" various requirements are enacted by law, and these include, *inter alia*,

- a. The possession by the shipper of a stock of Port Wine the minimum being of 150,000 litres (just under 400 pipes).
- b. The possession or renting of a suitable Lodge in the Gaya entrepot capable of holding more than a specified fixed quantity.
- c. The payment of the "Taxa Industrial" (Industrial Tax).

The Committee governing the "Gremio dos Exportadores do Vinho do Porto" is elected from the registered Port Wine shippers themselves, and its main interests lie in all matters affecting the exporting side of the industry.

The "Casa do Douro" supervises the agricultural side of the industry within the Douro district, and in general deals with matters falling under the heading of production. It is comprised of all the wine growers of the Douro district, who number approximately 30,000.

The decision to form this Government administration arose to some extent out of the position of the industry in 1932, when the world economic crisis had caused in Portugal as in other wine-producing countries a serious state of over-production. As its first step the Government forbade the planting of vines in Portugal in 1932, but the crisis persisted up to the end of 1934, which prompted the Government not only to confirm its veto on the planting of vines but also to introduce further regulations. As the outcome of these it is to-day illegal to undertake any new planting or reconstruction of a vineyard until the authorities have been satisfied

- a. that the vineyard is situated on a hillside and is at an altitude of less than 500 metres.
- b. that it is on schistous soil.
- c. that the ground is suitably sheltered for the production of high quality wines, and that it lies within the demarcation of the Douro district.

The "Instituto do Vinho do Porto" has powers of inspection of all Lodges in Villa Nova

de Gaia, and grants its "Certificates of Origin", which license exportation, only after its tasters have approved the wine to be exported, thus ensuring that none but wines worthy of the good name of "Port Wine" shall ever leave the country. These tasters are men of experience and skill, who have the assistance of an up-to-date laboratory in the Instituto itself. In addition to this the shipper is subject to strict laws governing the quantity he may ship in any one year, and this has the effect of ensuring that wines shall be properly matured before exportation.

All these methods of control are frequently under review for the betterment of Port Wine, and whilst it is only natural that criticisms of them should at times be heard they certainly achieve two of their main objects, i.e., the production of none but the best wines for sale as "Port Wine" and the protection of the consumer in any country.

The Port Wine glass

The purpose of the glass used for the consumption of Port Wine is obviously twofold (a) to contain the wine and (b) to assist the pleasure of the consumer in drinking it. The first purpose should give no ground for comment, but the second provides room for personal opinion, and subject to certain limits it is difficult to lay down any hard and fast rules as to just what sort of glass should be used.

Throughout the ages Port Wine glasses of many sorts and shapes can be found to have been commonly used, and the more experienced enthusiasts are found to have been in conflict in their ideas on the subject. We find the round bulbous type of glass preferred as opposed to the tapering type. We find thin glass advocated in preference to that of a thicker texture. We find cut glass used as well as that of a less decorative beauty, but perhaps the one thing which is common to all these types is the correct quantity of Port Wine to put into them.

No glass should be filled up to the top with Port Wine if the most attractive appearance of the wine is to be studied, and perhaps few things can disgust more than the all too common sight of a small glass filled overflowing to the brim with a Port Wine which at times is none too "bright" and fails to please the eye either with its general appearance or colour. Such horrors are usually found in hotels, bars, etc., where nothing can be more repellant than the sight of a waiter bringing along a small glass filled to overflowing, which on its arrival at the consumer has to be dexterously raised from the plate or saucer on which it is served, to have its base wiped. Nothing could be a greater deterrent to the would-be consumer of Port Wine as it must be remembered that the eye plays such an important part in determining the degree of pleasure derived from everything that the human being eats or drinks. Port Wine is not a drink that should be served as a liqueur either in the quantity given or the glass used, and it is interesting to note that in many of the places famed for their sale of Port Wine by the glass none but glasses of a good size are used to contain the properly ample quantity sold as "a glass of Port".

Doubtless there is no theoretical reason why Port Wine should not taste just as well if drunk out of a washbasin or its jug, but the fact remains that greater pleasure is derived from the wine if it is served in a type of glass which pleases the consumer and thereby reports none but the happiest impressions to his brain.

Many people prefer a different type of glass for their Vintage Port from that they use for their daily Tawny Port, and there seems good ground for this distinction. The bouquet of Vintage Port is more generous than that of a normal Tawny Port, and for this reason it seems to call for a glass with a larger "breathing area". To acquire this it is not uncommon to find used the old-fashioned shape of glass, which one feels would almost have been the shape of a ball if someone had not cut a large slice off the top, much in the manner in which one treats a boiled egg. Such glasses are usually thick and made of cut glass, but although they are suitable for Tawny Port as well, many derive greater pleasure from drinking Tawny Port in a more tapering glass of a smaller diameter, but in neither case are the best results obtained unless the glass contains, when not filled to the top, a reasonable quantity of wine.

It is infinitely preferable to serve the same quantity of Port Wine in a larger glass than to attempt to satisfy the consumer by offering it in a smaller glass full to the brim, which none but the steadiest of hands can often prevent spilling over the side when the glass is lifted. The view has been expressed that if this were done in hotels, bars, etc., the waiters would find themselves engaged in wordy altercations with the customers on the ground that if the wine was served in a partly filled glass they were receiving a short quantity, but it might be hoped that a little ingenuity and explanation on the part of the waiter would soon remove the risk of

such troubles and establish for the hotel or bar a reputation of knowing how to serve Port Wine in a knowledgeable manner and to the best interest of the visitor himself.

Another enemy of Port Wine is the glass which has not only been favoured with a very superficial washing but has also been finally "polished" with some sort of a rag or duster which the smell suggests has previously been used for scrubbing the floor or drying the dog. Unless, therefore, the maximum reliability can be placed on the servant, whose pleasurable duty it is to prepare the glass for his master's wine, it might be wiser to rinse the glass out with a small quantity of the wine to be consumed before risking the shock of a bad opinion of an excellent wine caused by such misdemeanours. In emporia of public drinking such little "slips" can hardly be deemed surprising, when the lady or gentleman behind the bar is provided with only one piece of material for wiping glasses and cheerfully uses it seriatim for Beer, Vermouth, Sherry, Whisky and finally Port glasses!

When to drink Port Wine

The late Mr. Percy Croft once remarked: "Any time you are not drinking Port is waste of time", and although so broad a view may be open to criticism his remark certainly indicates that there is no special time of the day in which Port Wine is unsuitable, unless it be breakfast.

At the same time I shall always remember the story of the member of a West End Club who greatly admired the contents of the Club's cellar. When staying at the Club the secretary expressed the hope one morning that he had enjoyed his breakfast, only to be told that he had not, whereupon the secretary enquired: "What was the matter with it? Was it corked?"

Fashion frequently plays a part in such matters, but that does not indicate any "rights" or "wrongs" in the time of the day at which Port Wine can be beneficially consumed. Many have been brought up to believe that Port Wine is solely an after-dinner wine, but this view is no doubt attributable to the limelight thrown on the finest "Vintage Ports" by our sires. It is essentially an incorrect view as is shown by the habit some years ago of drinking a glass of Port with a piece of cake or biscuit between 11 a.m. and 1 p.m. For some years this habit fell into abeyance somewhat early in this century, but it was revived during and immediately after the war of 1914-1918, only to be superseded by the fashion of drinking a "Cocktail" in its place and more recently a glass of Sherry.

Latterly it has shown signs of being once again revived, and it is interesting to note how beneficial it is found by the thousands of women engaged in munitions work and other such work during a war. Many such patriots are engaged on work requiring more physical endeavour than that to which they have been accustomed, and they find a glass of Port a highly pleasurable stimulant.

Similarly do we see Port Wine much favoured by golfers after lunch before their second round, and for many years it has been recognised by those who take their leisure on Sunday in a less active manner to be an excellent concomitant to walnuts after a Sunday lunch at home.

And then comes the evening, when in cities thousands of weary workers, especially on clerical staffs, wend their way home, and it is interesting to observe how many start their journey to the suburbs with a short walk, which enables them to visit their favourite bar on one of the main thoroughfares from the City for a glass of Port and a chat with their friends before entraining for more distant residential districts.

The next session is dinner, and it is perhaps in this that appears the greatest change in fashion. It is no secret that up to the war of 1914-1918 there were few noble or less noble houses in the country which did not feature their Port Wine after dinner, and in those days the habit of drinking wine with the meal was almost universal. It had been found to be both an aid to digestion and creative of a congenial atmosphere in which to end the day, whether in entertaining one's friends or not. But *Tempora mutantur!*, and it is the practice nowadays to indulge all too largely in other habits.

There are various causes for these, but whatever they be it is hard to regard them as desirable from the point of view of wise eating and drinking. America sent us the "Cocktail Habit" over 40 years ago, whilst more recently social conditions provided difficulty in entertaining at home owing to the shortage of domestic servants. The 1914-1918 War had left many young people with money such as they had never known before, and it seemed to have bred in them an overwhelming desire never to sit down and rest in their own homes. This encouraged them to be everlastingly in search of excitement and amusement, coupled

with a desire to dine hurriedly in restaurants without the solace brought by enjoying good wine at home at the end of the day.

This fashion was aided by the discovery that Cocktail parties and Sherry parties, held just before dinner, were "good things", as they not only fitted well into the picture of the life of excitement, when tired at the end of the day, but they provided an admirable method of entertaining numbers of one's acquaintances who were so dear to one's heart that one would never under any conditions have thought of asking them to dine in one's home! The snowball was ever growing of being oneself entertained in this manner and repaying the courtesy similarly.

But where has it led, and what are its results? It means that often more than one visit to such functions during the evening leaves the victim of the social round with no proper desire to eat or derive the benefits provided by wine at dinner. Dinners, if they are eaten at all, are frequently of the most perfunctory nature, as the stomach has been previously loaded, when empty, with a sorry mixture of alcoholic contraptions and tit-bits, though it may perhaps be claimed that if this is to be the mode of living it is preferable that a good honest wine such as Sherry should be used instead of the curious mixtures supplied under the name of "Cocktails". Consumed on an empty stomach all such drinks provide the alcoholic thrill which in its earlier stages is the neighbour of drunkenness, and the explanation may no doubt be found in the natural desire in the climate of Great Britain for the "kick" of alcohol, which is denied to so many by the exorbitant spirit duties of the day.

Fortunately Dame Fashion is a fickle jade, and history shows us how often the habits in eating and drinking have been changed, so it may be reasonable to expect the pendulum to swing in the course of time and to find the people reverting to their former habits of enjoying their food and wine at leisure in their own homes at the end of the day. The ability to do this will obviously be governed to some extent by the financial aspect, and as long as high duties on wine remain the order of the day as at present the welfare of the stomachs of the nation will be prejudiced.

If, however, it would be correct to assume the view that in time such joys as Vintage Port will once again come into their own at the end of dinner it is interesting to observe that, whereas the prices of the best Vintage Ports such as 1900, 1904 and 1908 became almost prohibitive after the 1914-1918 War, Vintage Ports have since been purchaseable at relatively far lower prices at a time when they are ready to drink. It used to be the pride of every British gentleman to possess an extensive cellar of such wines, to understand the wines themselves, and to show favour to his friends with them, and it may well be asked "Will such things ever be seen again?"

CHAPTER NINE

My Curio Shelf

*"How much more abominable and filthy is man, which drinketh iniquity like water?"—
Job Ch. 15 v. 16.*

And now perhaps we may look at a few things on my Curio Shelf. I am always a bit shy of bringing them down for inspection as so many of them seem to have a large label round their necks with the words "Beware! I am a contentious beast!" emblazoned thereon. But if I express views on them it must be clearly understood that they are my own views, that I am perfectly entitled to hold them, and that it will take a very great deal to shift me from them. I confess to having a deep affection for my "Curios" as they have so often brought me interest and amusement, and if they do not seem to fit into the more serious "Notes" on Port Wine I claim the right to be forgiven for mentioning them.

The first Curio I pick from my shelf is

The "Vintage Spotter"

How well he merits a place on my shelf, and what amusement he can bring! We meet him in the village, the hunting districts, and the town, but he is invariably found strutting through life with his own air of distinction, wherever he may be. Perhaps unconsciously he is the slave of flattery; he claims no more than to be able to name the year of any Vintage Port shown him, to him the lightest of all tasks. But if his knowledge is to be stretched by his admirers he will with equal pleasure name the shipper of the wine as well. Something has no doubt occurred in his life to set him on his track—perhaps he suffered from an equally "knowledgeable" father, or perhaps he has been glorified by a private circle of friends all too conscious of their own ignorance, but whatever the cause of his existence he appears to himself as a man above all men.

More often than not his tutorial outbursts arise from his own assessment of his superlative knowledge of Port Wine, fanned by the admiring comments of his more intimate friends, but if in doubt or off colour on the evening of the feast his performance is so much simplified by his host's butler inadvertently leaving the branded corks of the Port to be served that night on the hall table prior to his arrival (tip 5s. 0d.) or quietly whispering the names of the wines to him on arrival.

He may even know that his host's cellar boasts only a "Taylor 1927" and a "Cockburn 1868", in which case his talent is based on the chances of a "damned good guess".

How can it be said to be his fault that he does not know that the bottlings of the same wine in London, Wales, Scotland, and Ireland to say nothing of York, Bristol, Glasgow and Birmingham may all appear different when ready to drink? How can he know what sort of bottle the wine has been matured in? How can he know the type of cellar in which it has been stored? And how can he know when, whence and whither the wine has been moved during its peregrinations to his host's cellar? All these points play a vast part in enabling the consumer to judge the wine, and I regard it as highly problematical whether there is a man living who can regularly "spot the vintage" without fear of rightful correction.

It is unquestionable that the dining-room itself plays a large part in the easy or other judgment of Vintage Port as well as the table and its lighting, but this is apart from the particular specimen of the vintage under review. Given ideal surroundings and a well-bottled specimen which has never been moved from one's host's cellar, it is probably not impossible to see in the wine definite indications of its vintage, but in the general run of events the effects on the wine from its handling and residence play a very great part in enabling its judgment by an unskilled palate.

I regard the "Vintage Spotter" as one of my most entertaining "Curios", and after all, does it really matter very much whether "Uncle George" can "spot the vintage"? Is it not far more important that the wine should please him and interest him, whatever it may be?

My next Curio I also dislike. He is

The Man who does not pass the Decanter

One of the more heinous villainies which can be perpetrated at dinner is not to pass the Port decanter, and it is by no means uncommon to hear the misdemeanant asked some such

question as "Do you know the Bishop of Winchester?" If the reply should be "No", he is told that "He is an awfully good fellow—but he never passes the Port!"

It is probably doubtful whether so high a dignitary of the Church as a Bishop of Winchester could ever have sunk so low as to be guilty of such a crime, but there seems ground for supposing that hints of this nature have assumed a similar form for over a century. A certain light is thrown on the matter in "Notes and Queries—2nd Series Vol. IX of May 19th, 1860", in which the following appears:

"Do you know Dr. Wright of Norwich?"

"In New York several years ago I was at a Wine party—all there were Englishmen. The bottles were at my left hand, when a Cumberland gentleman, in a loud voice, asked me if I knew Dr. Wright of Norwich? I said innocently and as a fact 'Yes, I knew a Dr. Wright of Norwich and that he stood high in his profession'. This created a laugh, and I found the phrase was intended to intimate that I was a bottle-stopper! It seemed to be well known among my English friends, and to have been used by drinking men many years before I heard it. Pray can any of your readers tell how it originated?—E., New York."

The enquirer was fortunate in receiving a reply, as in the same volume under date 16th June, 1860, we find:—

"Having known the late Dr. Wright of Norwich many years I am enabled to say, in answer to the query of E., that the Doctor was very convivial and also very apt to stop the bottle. Indeed so much so that the above phrase was common in the circles he frequented and *he himself* used to refer to its applicability to himself with perfect good humour.—F. C. H."

Under the same date we find further enlightenment as follows:—

"Forty years ago a Freshman in like circumstances at Oxford was always asked 'Do you know Jenkins?', to which he generally replied 'What Jenkins?' He was again asked 'Jenkins of Worcester?', or any other College. 'No, what of him?' 'Oh! poor fellow—it was a shocking thing, but you know why they hanged him?' 'Hanged him?' 'Yes! they strung him up in the middle of a Wine party'. 'But what for?' 'Why, for stopping the bottle!'—J. P. O."

I have no evidence whether Dr. Wright was a Doctor of Divinity or a Doctor of Medicine; nor would I care to venture an opinion whether the former so many years ago were more convivial than the latter, but both professions have long been ardent admirers of good Port Wine. In individual instances this admiration to-day remains with many of both professions, which perhaps makes it all the more galling to find, as I have done on more than one occasion during my life, that, although at a local hotel where I too have chanced to be staying, wine has flown well amongst those concerned the night before a Medical or Ecclesiastical "Conference" in some provincial centre, the declamations against it at the "Conference" the following day have been so consistent!

These extracts show that no one gentleman was alone in his dishonour in this respect, but perhaps the most interesting point is the reference of "E" to finding the bottles at his *left* hand. This would seem to indicate that in New York at any rate it was the custom to pass the Port from left to right, in opposition to the custom in Great Britain to-day. It is popularly supposed that wine should "go with the sun", but whatever the explanation may be one might be forgiven for thinking that passing the bottle from right to left arose as a matter of convenience, as it enabled the diner, if right-handed, to fill his own glass and pass the decanter in a manner which would be more natural for him.

For many years it has been the custom to pass a Loving Cup from right to left, but I have been unable to find any special reason why it should now be the custom to pass Port as also other wines "with the sun".

Mr. Warner Allen in his book "The Romance of Wine" refers to passing the wine "round the central light clockwise", and it will be noticed that he does not say "sunwise". Mr. Allen, who has made a study of cenologous customs and traditions, adds that he has not seen the rule of "Clockwise" observed in any country other than our own. In "The Romance of Wine", however, he writes:

"Sir James Grazer, who speaks with unrivalled authority, is inclined to attribute the superstition to our Celtic ancestors or forerunners. In a letter he kindly wrote to me on the subject he remarks that, as far as he remembered, it was not shared by the Greeks or

Romans. The ancient Celts held that all circular motions should be 'deiseal', i.e., the right hand turn, or in other words that a person going in a circle should have his right hand to the centre. This was the lucky turn, and should be used in passing anything round, as in serving drams out to a company or in carrying a coffin round the grave before lowering it. Anyone walking round the table with the Port decanter will have his right hand towards the centre, and is therefore going 'deiseal', which is derived from 'deas', right hand, and 'iul', direction. The right hand is lucky, and the left hand turn called 'tuaithealis' ill-omened. Probably in later times the movement was connected with the sun."

We find further light on this point in Homer's Iliad Book I, though the reference may lead us into confusion. We have Lang, Leaf, and Myers, whose English translation cites Line 597 as "Then he poured Wine to all the other Gods from Right to Left". If this was the only authority all would be well, but possibly in contradiction of their translation we find in the big Dictionary of Liddell and Scott the following "Endexios, a, on:—Homer has only the neuter plural Endexia, towards the right hand, from left to right, mostly as adverb". They then quote the passage in question "He filled for all the Gods from left to right:" further, "The contrary procedure was avoided as unlucky (as in Scotland, to go widdershins or withershins)". There seems no doubt that "Endexia" means "towards the right" in this passage, but whether "to the right hand" refers to the right hand of the consumer or that of the waiter admits of much difference of opinion. It is, however, very probable that the waiter poured from the front, in which case "to his right hand" would mean to the left hand of the consumer, and that they drank as we do, i.e., clockwise, in the days of Homer.

In this connection it may not be out of place to make a short reference to Toasts, as it is sometimes suggested that in the Royal Navy and Merchant Navy the Port Wine is passed from left to right when south of the Equator. This, however, is not the case, as in both the Port Wine is passed from right to left regardless of the position of the ship.

It is also not infrequently asked why in the Royal Navy the Royal Toast should invariably be honoured by the participants seated, and although I have been unable to find any definite historical cause for this it is clear that there is a legendary reason for it, the better known being that the Prince Regent bumped his head when drinking a toast in a ship and declared that the Royal Toast should be drunk sitting as soon as he became King. There are other similar legends, one of which dates the incident back to the time of Henry VIII, but in any case the decision would not be surprising as there was very little room for standing in the old ships, which in addition to their low ceilings often had trays or shelves slung from the ceiling which were conducive, as the ship rolled, to the physical discomfort of anyone standing.

Another curious custom in the Royal Navy was that of honouring the Royal Toast in any alcoholic drink desired—as opposed to Port Wine only—but if the participant wished for any reason to avoid the use of an alcoholic drink he was allowed to use an empty glass for the purpose, though not one containing water. This was, however, altered in the days of King George V, who definitely laid it down that the toast might also be drunk in water—if desired.

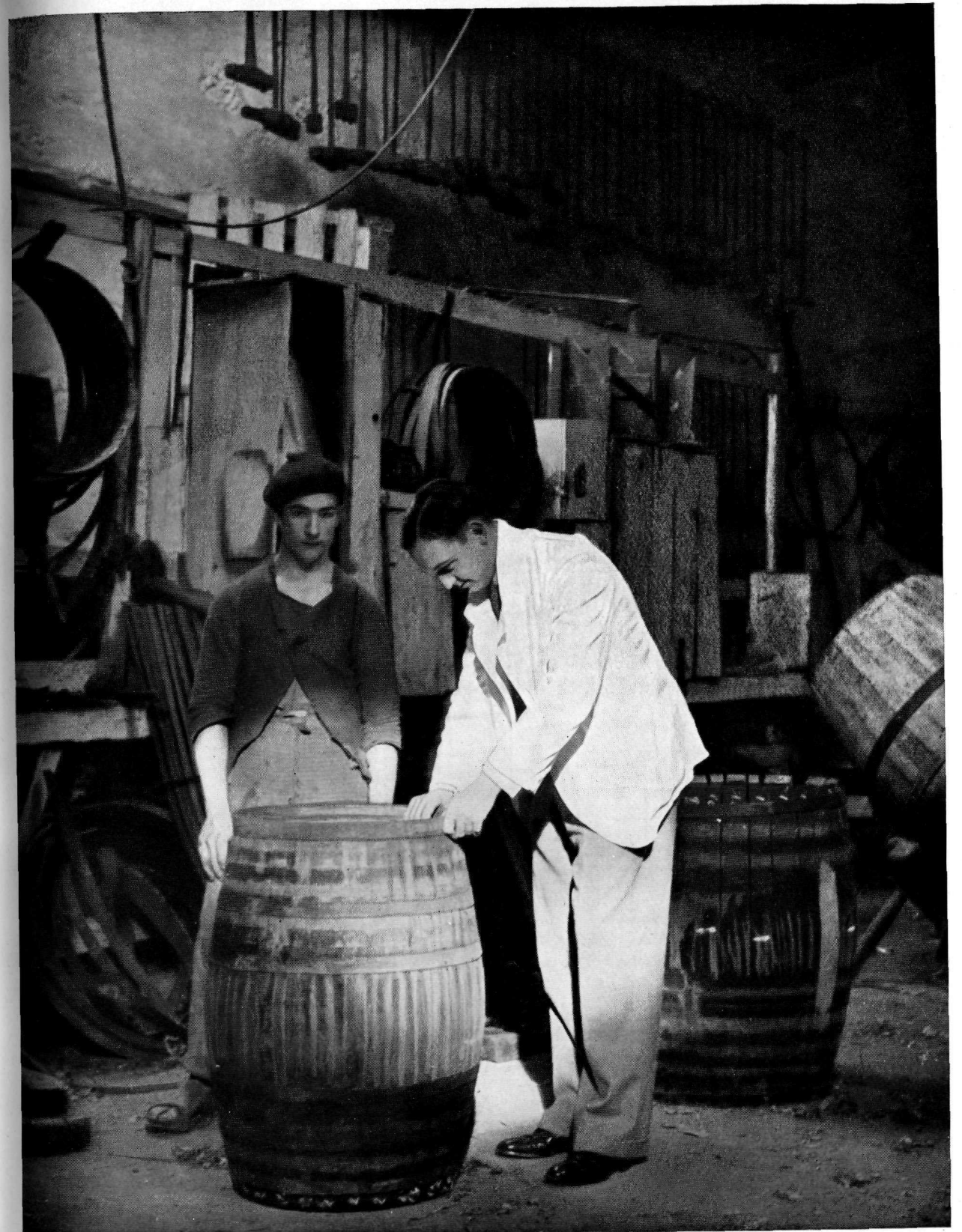
My third Curio is

The Man who smokes with Port

This Curio has always interested me deeply as it provides ground for so many excellent arguments, which will no doubt continue for many years to come. I put the "Man who smokes with Port" on my "Curio Shelf" partly for this reason and partly because I do not happen to like him, though I am fully appreciative of the reasons why other people tolerate him.

Perhaps I do not like him because I am no doubt horribly selfish, or perhaps it is because he spoils for me what I regard as pleasure in the drinking of Port Wine, or it may even be that I have a vast respect for the views of my forbears, who shared my detestation of him. But whatever the reason and whatever its justice, it would be ridiculous to try and lay down a hard and fast rule in these days that no one must smoke with Port, as it might discourage the consumer and turn an otherwise excellent friend into a sad commercial disappointment to the Port Wine trade!

In restaurants, bars, etc., one of the few privileges left to the consumer is to smoke with his Port Wine, should he wish, quite regardless of the displeasure caused to others by his doing so, and it can hardly be right to grudge him this when one remembers his other misfortunes. The poor creature is not allowed to satiate his thirst, no matter how vast it may be, unless a mechanical device known as a "clock" indicates that Parliament recognises his distress and



Mr. John T. Smithes in a cooperage in Villa Nova de Gaia.

agrees to his indulging in his "evil" habits. And then the unfortunate by dint of the same whims of the same clock is forced to risk acute hiccoughs in his efforts to swallow his unfinished drink before its hands register a certain other geometrical design. But clocks and their official masters often insist on having their little bit of good clean fun by instilling into the creature of habit, Man, a clear knowledge of the hours during which he is entitled to be thirsty in his home town, only to gloat over his misery and surprise at finding on his arrival in some other town that he is "Too Late".

In this case the "Man who smokes with Port" can smoke—but he cannot smoke with Port. But I dislike him most when he comes to my house and seeks to indulge his outside habits just as I am settling down to enjoy perhaps my finest 1896 Vintage Port, and it is in this position that I see endless ground for argument. I ask myself whether it is more proper for a host to study the pleasure of his guest by allowing him to indulge in any whim which may bring him pleasure at any time during the meal, or whether it is culpable rudeness on the part of his guest to prevent his host showing of his best in a manner which he himself thinks best.

I believe it is stated in "Nature Parade", by F. W. Lane, that

"Professor Huxley once described the Acorn Barnacle as getting its living by standing on its head and kicking food into its mouth with its legs. He did not exaggerate, for the Barnacle attaches itself to a rock by means of its head, and when hungry opens the valves of its shell and jerks food into its interior by means of its whiplike limbs."

We thus see that in the matter of eating Dame Nature approves highly peculiar habits, and it may be a fair assumption that she is ready to provide the same sort of latitude in the matter of drinking. If this is so, there can on the face of it be no natural reason why a guest should not take his glass of Port to the window sill, stand on his head, and suck the wine up with a squelch of satisfaction. True that in the field of what are known as "Good Manners" it might be considered at any rate rather unusual, and it would not be so easy an accomplishment for the ladies at the table, but the question still remains "Would a host be exceeding his mission if he raised even a small voice in protest?" If it is accepted that the duty of a host lies in the giving of the maximum possible pleasure to his guests there would seem no ground for the protest, and if his guests are entitled to emulate the Acorn Barnacle in his dining-room it would be no less than his duty to let them do so. Dame Nature does not tell us directly that we may not smoke with Port, but the same principles can so easily be made to apply.

If, however, one holds the view that it falls within the duties of a guest, whether pleasurable or not, to appreciate and respect the fancies of his host in his smokeless love of fine Vintage Port, I shall not be alone in sharing that view. The pity is that it does not spoil the pleasure of the guest's cigar if his host drinks his Port while he smokes, as this would at any rate provide some counterbalance of argument, when one realises how seriously the guest's cigar can ruin the Port Wine for his host. To many such as myself smoke prevents the careful study, appreciation and personal pleasure derived from a glass of fine Port Wine, as it stultifies the bouquet of the wine and vitiates the atmosphere in which fine wine should be consumed.

This view would seem supported by those of our sires, for which reason it is perhaps not surprising to find that even to-day smoking at a banquet is not allowed in the room at the "Factory House" at Oporto in which Port Wine is served. On such occasions it is there the custom to dine in one room, repair to another for Port and dessert, and end the repast in a third room for liqueurs and smokes. We also find the same practice adopted in similar ancient institutions in Great Britain such as the Benchers Rooms at the Inner Temple, which has long been famous for its wines, and I think anyone who has been privileged to enjoy a meal under such conditions will have been impressed by the delight of coming out into a clean atmosphere to enjoy his Port and Dessert.

This battle between the "Port Princes" and the "Nicotine Nabobs" has been fought for many years, and will doubtless continue for many more. In the meantime we occasionally meet a rather special breed of the "Man who smokes with Port" who, in his search for a *via media* of opinion, delights with a particularly smug self-satisfaction in expressing his view "It is quite all right to smoke with Port after the first glass". Perhaps I should add him to my Curio Shelf, but I am content with my one more definite specimen of the genus.

Perhaps there is room for yet one more of my Curios—

The "Wine Waiter"

I have never been able to discover whence this genus comes or the true explanation of it, but at times it has at any rate provided me with considerable amusement. It may, of course, be a perfectly natural species or a "growth", the outcome of some slight side-slip of Dame Nature, but it is so regular in its habits and appearance that it is probably entitled to be regarded as a "cultured species". No one can be a genuine "Wine Waiter" unless he conforms to certain very definite requirements, which indicate the species to its fellow men; it must, for instance, boast the same angle in the slope of its shoulders as in the splay of its feet thus \wedge ; its main structure must be strong enough to support a decorative chain of valuable metal, suspended from the base of its neck, and the squeezing of a large Wine List under its armpit *en route* to the scene of its performance must give colour to the general picture of its make-up, but above all it must be entirely ignorant of anything to do with wine and more especially Port Wine. The species may, in fact, perhaps be recognised in the story of the diner who enquired of the wine waiter: "Waiter, does this Port come from Portugal?" only to be answered: "Oh, no, Sir—this is *real* Port!"

I think there is ground for suspicion that the genus, like, I believe, the bison, is gradually dying out, but there still remains a goodly number of the type of wine waiter represented by my Curio, who are usually found in hotels, where they roost in the "Dispense". When they make a more public appearance in the dining-room they can be inveigled by an ordinary waiter to the table of the diner, whose first intimation of the "presence" is usually the clanging of its metallic badge of office, after which the specimen arrives at his side with an almost pixie-like pounce from behind. With a specialised flourish the wine list is then dragged from the armpit and displayed before the diner, invariably opened at the page headed "Champagne", quite regardless as to whether the meal happens to be lunch or dinner. This penchant of the species for Champagne remains for me one of life's unsolved mysteries, though one is perhaps entitled to suspect that the lucrative charms of "Corkage" for the wine waiter play their part. This may also explain why it is so frequently found that the brands favoured by the species are those less known to the diner, and I believe it is an interesting fact that in spite of the pressure brought on the diner in this way the most popular brands amongst the public are those of firms who refuse to pay corkage money to the waiters. Hotels may claim that, if corkage was omitted from the emoluments of their staff of waiters it would be incumbent on them to increase their wages, but it is hard to understand how the best interests of the consumer of wine are studied by the present methods.

It would be wrong to regard the functions of the species as limited to the mere production of whatever vinous gem one may order from the well thumbled wine list produced, as the wine waiter frequently introduces into an otherwise drab meal just that sparkle of unintentional wit that so helps to distract the attention from the slab of solid leather proffered as a "Tornedos". I remember once lunching at quite a good class hotel in a small country town, where I enjoyed the usual table d'hôte lunch in conjunction with a pint of draught beer, which latter seemed to me especially good. I remarked on the fact when I was paying my bill to the "Half Wine Waiter, Half Head Waiter", whose presence brought a certain glory to the Coffee Room, only to be met with the reply: "Yessir, it's Worthington's", and then with a confidential whisper: "And I don't mind telling *you*, Sir, it's the only reason I stop 'ere!"

Before the Port Wine stage is reached in the dinner one has, of course, to face the risks of that in which Claret is served. The uninitiated consumer of the type that "supposes we ought to drink wine at an hotel" is prone for financial reasons or those of disinterest to become the victim of those curious red beverages, so frequently labelled "Medoc", "St. Emilion", etc., with the result that his first remark on coming down to breakfast the next morning is either "I don't like Claret" or "Claret doesn't agree with me", but if in his wisdom he chooses a fine Chateau Bottled wine he is usually greeted with the remark from the wine waiter: "Shall I take the chill off, Sir?" The assumption is, that the "Dispense", where a few bottles of most of the wines on the wine list are kept in order to be handy for serving and spare the wine waiter the travail of frequent visits to the cellar, is kept at a temperature not unlike that of Baffin Land, whereas the temperature of Claret should, of course, always be that of the room in which the wine is to be consumed. The wine should be served "Chambre", but as this is seldom found to be the case the serving of Claret is usually accompanied by various artificial manoeuvres, the

object of which is to arrive at the same result, and it is in these that the wiles of the wine waiter are frequently seen in their most playful form.

If one is rash enough to accept this "knowledgeable" suggestion that the "chill should be taken off" life immediately becomes one of the gravest adventure, in which one is invited to consume a presumably chilled Claret from either its original bottle or a decanter, but in either case the container has been favoured with an unusually hot bath immediately prior to being rushed to the dining-room, often after a good shaking, and as the wine is plumped on the table the metallic device round the wine waiter's neck seems almost to whisper, "There you are, and that's good enough for *you*!"

In this respect a friend of mine was once entertaining a man who shared his love of fine Claret at a leading hotel in a large provincial city, and the wine selected was Chateau Mouton Rothschild 1899, which was then at the height of its glory. In this case they were given no option as to whether the "chill should be taken off" or not, but they ventured to suggest that the wine should be decanted. In due course it arrived at the table, on to which it was practically thrown by the buxom wench who waited on them. My friend wished to move the decanter to another part of the table, but almost suffered severe scorching as soon as he touched the decanter. His face indicated displeasure, but before he could comment the buxom one greeted him with: "Don't you like the chill taken off? Oh, very well, I'll stick it on the ice for a moment." Poor Chateau Mouton Rothschild 1899, but it provided further evidence that "the female of the species is more deadly than the male!"

And then, as the dinner proceeds, the moment comes when both the consumer and the Port Wine he has ordered are at the mercy of the wine waiter. It might be thought that if one has ordered a bottle of what one assumes to be a freshly bottled "bright" Tawny Port one is immune from adventure and disappointment, but years of experience have shown me the unjustified optimism of this confidence, as I have so often been served with a bottle which has suffered the vicissitudes of the "Dispense" for an unreasonable period, and I have been invited to drink a wine in which the natural deposits have been well shaken back into it during its trip to my table with the result that my eye is offended, my palate insulted, and my chagrin extended.

But here again the wine waiter of the sort represented by my Curio has at times provided me with amusement in more ways than one, and for sheer professional "skill" I think an experience I once had at a good seaside hotel provides an admirable example. I had arrived there with a friend on a freezing winter evening, only to find that we were the sole guests in the hotel. The management, ever studious for our comfort, provided us with a small cosy sitting-room for our dinner in preference to our being two lost souls in the vastness of the regular dining-room with its chilly atmosphere, and at the end of dinner I asked the waiter to bring two glasses of the best Port Wine in the hotel. We enjoyed the wine, and in ordering two more glasses I enquired whether it was "Cockburn's 1908 Vintage", but I was greeted with the reply, "No, Sir! It's Cockburn's 1906". I was interested, as my firm never shipped a 1906 Vintage, so I asked the waiter to confirm the fact from the hotel records that his description was correct. He seemed almost offended that I should have thus questioned him, as he at that time had no idea of my identity, but he was gracious enough to agree to conform to my request.

He vanished from the room, but he was unfortunate in being the possessor of a pair of tails to his coat which protruded almost at right angles. He left the door ajar, and for several minutes my friend and I watched those tails immobile and presumably still adhering to their owner as he lurked round the corner of the door in the fond imagination that we pictured him in solemn conclave with the manager, turning up the invoice for the wine. Suddenly they disappeared, and with a triumphant swish the waiter reappeared, still with his tails and an air of self-confidence I have seldom seen, to assure me that he had studied the records and that he was perfectly correct in saying the wine was Cockburn's 1906. I then disclosed my identity, and though pained by the forlorn appearance I had caused in one so honestly doing his best within his own lights for his employer, I felt constrained to point out to him the folly of his ways, especially as the wine was one of the best bottlings of Cockburn's 1908 Vintage I had ever seen.

I could not help having a sneaking regard for that man because, although his methods were open to severe criticism, he was at any rate trying to do his best in his own particular way, and his excess of zeal and professional "skill" stood out for me in such unqualified contrast to the brilliance of another such gentleman it was once my lot to meet.

On that occasion I was one of a party of men who had gone to a well known golf course for a day's golf. We lunched at the club at a long table, at the head of which I found myself by chance, and at the end of the meal I asked the waiter what Port Wine the club had. He told me that they only kept one sort and that that was Cockburn's. The risk seemed to me good enough and I ordered a bottle, which in due course was served by the waiter, who proceeded to fill my glass first and then do likewise for my two friends on my left. Being engaged in conversation at the time I had not looked at my own glass, but my attention was attracted to some mysterious dark object floating in the glass of my second friend, which on investigation proved to be the bodies of two dead bluebottles. Further investigation showed that my own glass as well as that of my other friend had similarly been graced with one dead bluebottle apiece, and facetious references by my friends to "Cockburn's Four Fly Port" did little to improve my golf during the second round! It chanced, however, that the wine merchant who supplied the club was a friend of mine, and when I reported my experience to him he replied: "Thanks very much for telling me about it, but as a matter of fact that's nothing from that club, as I had a bottle of beer back the other day with a huge cockroach in it!"

Investigation showed that for some time it had been the practice of the waiter to keep the ends of used bottles in another bottle without a cork and when full to service the bottle as a new bottle just opened, placing the money received into his own pocket, so perhaps it was not surprising that his tenure of office there should shortly have been brought to a close!

This, of course, was a case of flagrant dishonesty which is not a feature I have found in the general make-up of my "Wine Waiter" curio, whose performance is consistently exercised in very defined channels. He is seldom interested in any particular Vintage Port one may order outside these channels, but he knows enough to draw from the "Dispense" a bottle bearing the same number as that appearing on the wine list as indicating the wine one has ordered. The secrets of decanting have been imparted to him by his forbears; the methods employed are simple and effective from the wine waiter's point of view, even though they can hardly be regarded as encouraging to the prospective consumer, as they involve the use of muslin, so often none too clean, and the cleansing of the decanter with soapy water, which has a singular aptitude for leaving inside the most offensive flavours of soap which for some strange reason never seem to blend well with Vintage Port. Admittedly one may be spared the displeasure of finding pieces of "crust" in one's wine, but it is disquieting to find in a wine, which is perhaps well known to one in one's own home, flavours which are entirely foreign to any product of the Douro district of Portugal.

One is therefore faced with the alternative of having the wine served in its original bottle in a wicker "cradle", which in the circumstances always seems to me preferable. If one orders it early in the meal there is at any rate a reasonable chance that the crust, which has no doubt been well shaken up on its way to the table, may have settled down in the bottle sufficiently to enable one to run the wine off into one's glass free from the flavours of a laundry by the time one wishes to drink it.

No doubt the species of wine waiter as represented by my Curio will die hard, as it provides for the more senior of the tribe of waiters a radiant hope of distinction and achievement commensurate with success in the profession. But from possibly the more technical angle that the consumer is entitled to expect in the serving of his Port Wine a skill ensuring that it shall be received by him in a condition to give him the maximum pleasure, it is unfortunate that the genus wine waiter should not be more proficient to this end. The nuances of his profession are well defined and have usually reached him through his predecessors, but there is ground for suspecting that any further lack of understanding or knowledge can in many instances be attributable to the disinterest of his employers.

It is often advanced that "where ignorance is bliss, 'tis folly to be wise", but in the matter of wine this tenet is so prone to reflect adversely on the consumer. Many years ago I was dining with a colleague at a small hotel in an old West Country town, where the functions of the wine waiter were performed by a rustic lass of some 20 or 21 summers. We ordered a bottle of a certain Hock shown on the wine list, but were surprised to find, when the bottle was produced, that, whereas the bottle itself was dry, the label on it was very wet. This in itself was interesting, but the simplest enquiry sufficed to produce from the rustic lass the frank admission that the hotel stocked only one Hock, that the label of the wine ordered was always put on at the pump in the yard before serving in the coffee room, and that one paid for the label and not the quality of the wine! The Hock was of somewhat inferior quality, but fired

with the spirit of adventure we ordered a bottle of a certain Vintage Port, which we found to be vastly superior to the wine we had ordered, and when we called for the cork we found it branded in evidence that the wine was one of the finest Vintage Ports of the day, being an 1878 wine of a leading shipper. When we left the hotel the following morning the problem arose of how we should pay for the wines in a fair manner, but the manager agreed to "call it quits", and from his manner we left with the impression that ours had been by no means an unusual experience in his hotel.

As the years pass by it is gratifying to find that so many hotels are now owned by companies who feature their wines as part of the general excellence of their service, and to this end all possible care is taken to ensure that the wines themselves are of the best quality and are served in the proper manner. It is a mistake to imagine that the public is so un-wine-minded as to be prepared to accept both the wines and conditions that appertained all too frequently in olden times, as I have so often seen evidence to the contrary. The public is not slow to find out where the best wines can be obtained, and I often recall my visits before the 1914 War to an hotel in the Midlands where Claret was amongst the many special features; it was so gratifying to observe that at dinner almost every guest drank Claret as the best forerunner to Port Wine instead of the range of Whisky, Beer, and even water so frequently seen to-day on such occasions.

To a lover of "Antiques" it will be a sad day when my friend the wine waiter as exhibited on my shelf passes from our midst, as he has for so many years been a feature of the coffee room and restaurant, though I find it hard to regard him in the light of my experience as an unqualified asset to Port Wine or its patrons.

The "Three Bottle Man"

I keep a specimen of this ancient genus on my shelf, though I often wonder whether it really deserves a place amongst my other "Curios". The "Three Bottle Man" has for a long time been held up to fame as the best known example of prandial prowess of bygone days, but it may be questioned whether he really deserves "immortalisation" as the possessor of an unquenchable thirst or an outstanding appreciation of wine.

In 1778 Dr. Samuel Johnson wrote:

"I have drunk three bottle of Port without being the worse for it. University College has witnessed this."

But Dr. Johnson liked Port Wine, which he once described as "The Liquor for Men". It may, however, be asked whether he was boasting, when he recorded his achievement at University College, or whether he was merely expressing surprise that he was none the worse for his adventure? Or in his report was he setting out to praise the quality of the Port Wine served to him? Doubtless he was proud of his consumptive powers, but if this was the case it may well be asked whether he had in fact achieved anything worthy of historical record.

It must be remembered that in 1778 "Port Wine" was not of the same alcoholic strength as it is to-day, as at that time it was more comparable to a Burgundy in this respect. It is true that the addition of Portugal grape brandy to the natural wines of the Douro district had become the practice by then, but it was not used in the actual making of the wine as it is to-day. Such spirit was used in small quantities only, mainly to enable the wine better to withstand the rigours of the journey to England, so that it may be correct in modern parlance to say that Dr. Johnson really did no more than consume three bottles of Burgundy at a dinner which probably lasted for four hours or more and at which vast quantities of food such as meat, bread, cheese, etc., were calculated to absorb to some extent the alcoholic content of the wine.

Do we not remember the verse:

"Oh! plump Head Waiter at the Cock, to which I most resort,
How goes the time? 'Tis Five o'clock. Go fetch a Pint of Port."

This, however, probably did not indicate that dinner was to begin at 5 p.m., as in those days it was the custom in many a City tavern for the business community in addition to the residents of the City, who were many, to repair for refreshment in the form of Claret, and there is ample evidence showing that Port Wine somewhat superseded Claret on such occasions, which determines it more as a beverage wine in those days than the dessert wine it was later destined to become.

History has handed down glowing accounts of the "Three Bottle Man" finishing his dinner in an alcoholic stupor by slipping to the floor beneath the table, finally to be rescued by his butler, but one often wonders whether such behaviour was not somewhat exceptional. Doubtless medical science in those days had not advanced sufficiently to warn the toper that the risks of an excessive consumption of wine could well be parried by his drinking a wine glass of olive oil before the feast, but it must be remembered that the bottles in the days of Dr. Johnson at any rate had a somewhat smaller content than the standard wine bottle of to-day.

If the "Three Bottle Man" was regarded in his day as some sort of hero it seems hard to find evidence of the usual age at which he was recognised as having risen to such giddy heights of prowess, but it might not be unreasonable to assume that it was often between 40 and 50 years of age. Even in these days it may be observed to be a recognised frailty of man at this juncture of his life that for no apparent reason he should at times develop a lack of understanding of the quantity of wines and spirits he can wisely consume. Instances have been seen of even the most moderate drinkers becoming in the early "forties" of their life enemies of themselves and the wine and spirit trade from excessive consumption, which proves deleterious to their physical and mental welfare if allowed to continue. Sometimes this fault is found to take the form of what is known as "nipping", whilst in other cases it is attributable to a disregard of the quantity or beverages which can wisely and beneficially be consumed.

The explanation of this frailty is hard to find, but fortunately it cannot be said to be common. It is, however, of a sufficiently serious nature, when it occurs, to justify all possible help being given to the sufferer to enable or encourage him to cease thus to abuse the gifts of nature.

It seems to be a fact that through the years the human "inside" becomes attuned to whatever form of alcoholic drink its owner normally favours, and cases are often seen in which, for instance, spirit proves unacceptable to an "inside" accustomed to wine, and *vice versa*. For this reason, if alcoholic support is required in the case of illness, it is usually prudent for the doctor to ascertain what his patient has been accustomed to before blindly ordering him a beverage to which he is unaccustomed and against which his stomach will revolt.

I shall keep my "Three Bottle Man" amongst my Curios just in case it is ever shown to my satisfaction that he merits the sort of admiration which is afforded to a champion, but in his place on my shelf I at present regard him as rather a humbug, coming, as he does, from days when it was customary to eat and drink more heavily and at greater leisure than to-day. We are told that "Practice makes perfect", and if the ability to drink three bottles of Port for dinner constituted "Perfection" I shall be able at any rate to console myself with the thought that my Curio Shelf boasts something worthy of retention. At the same time I cannot refrain from asking myself whether the feat, if it be such, could not be equally well performed by modern enthusiasts accustomed to good wine if it were consumed in like circumstances and under similar conditions.

CHAPTER TEN

The Present Position of Port Wine

"Drink no longer water but use a little Wine for thy stomach's sake and thine often infirmities."
1st Timothy Ch. 5 v. 23.

It would be hard to omit from a series of Notes of this nature a study of the position of Port Wine to-day, as it is a commercial product providing benefit and interest for the consumer. The wine itself was aptly described by Professor Brande, when he said:

"When old and of good quality it is one of the most wholesome of vinous liquors; it strengthens the muscular system, assists the digestive power, accelerates the circulation, exhilarates the spirits, and sharpens the mental energies."

It cannot, of course, be claimed that any particular wine is of benefit to every consumer, and any description such as that given by Professor Brande obviously provides at all times ground for medical argument, but as long as Port Wine provides benefit for so large a section of the community, as it does, its progress can be claimed to be a matter of general interest.

If the position of Port Wine is studied on this basis, perhaps the first desideratum is that the public should be enabled to obtain the wine at a price it can afford, and that in competition with like products it would be fair to it that it should not be at any disadvantage. But how far is this the position to-day? For some years Port Wine had few competitors, unless in the lower grades of quality, and in most of these the competitive wines had the advantage of a lower primary cost to the merchant. But beyond this to-day it is necessary to examine the position into which Port Wine is being forced by other factors.

Perhaps the outstanding factor of interest is the duty charged on the wine in Great Britain, and the view might be held that at present Port Wine is not receiving its fair due. For some years Governmental interest in Port Wine appears to have been little more than an interest in a convenient method of raising money for the National Exchequer, whilst at the same time commodities, which were seldom seen before the war of 1914-1918, have been given the opportunity of competing with it largely owing to financial favours. In this connection the following extracts from speeches made by Mr. Gladstone in 1860 are not without their interest:—

(a) "We are met by the cry that wine is the rich man's luxury. So was tea, 100 years ago; now it is the poor man's, and above all the poor woman's luxury. In 1760 there was no more tea consumed per head of the population than there is wine now; the price was then 20s. 0d., the annual consumption 4,000,000 lbs.; now at 3s. 0d. the consumption is 76,000,000. Wine is the rich man's luxury, and so you may make any article, if you put on enough Duty, which effectually bars the poor man's access to it."

(b) "From 1857 to 1859 the odium was mitigated, yet the consumption of Foreign Wine showed a decrease of 500,000 gallons, whilst Colonial had increased to 655,000 gallons, and is in fact rapidly displacing Foreign; therefore the present Duty must be considered as purely protective and hostile to the Revenue of the Country."

"The manufacture of what is called 'British Wine' is another element affecting Revenue. It is made with raisins, sugar, and brandy; the Duty on these materials is reckoned at 1s. 2d. per gallon; therefore you have a Duty on Foreign Wine of 5s. 9d.—on Colonial of 2s. 9d., and on British of 1s. 2d. per gallon. The result of all this is, that the consumption of Foreign diminishes, whilst Colonial has increased, and British trebled within the last 10 years."

"This has all the essential characteristics of a Trade carried on under the influence of differential Duties."

Although spoken over 80 years ago these words give an accurate description of the position to-day, as it will be seen from the accompanying graph (p. 118) that the progress of Port Wine, Empire Wines, and "Sweets", commonly known as "British Wines", is being governed by the relative Rates of Duty charged on each, which are to-day—August, 1940:—

	Per Gallon		Per Doz. Bottles	
	s.	d.	s.	d.
Port Wine	16	0	32	0 (Vide
Empire Wine N.E.42	12	0	24	0 also
"Sweets"	5	6	11	0 p. 118.)

There is, indeed, much truth in the following extract from the Twenty-Third Report of the Imperial Economic Committee (on Wine), 1932, p. 22:—

"Wine in England has never had a free market. 'The spigot of taxation has in England been deeply driven into the Wine Cask'. Indeed, it may be said that Chancellors of the Exchequer, through Taxation, have determined not only the number of glasses a consumer can afford to drink, but also the type of liquor he is to put in them."

If the matter was one solely of national finance it would seem that the policy of the British Government may in the long run not prove well founded, and it would be fair to ask what the position would be if the same Duty was charged on Empire wines of like strength to Port Wine as on Port Wine itself. But there are other considerations, one of the most important of which is perhaps that of the maturity of the wine sold to the public, and in this respect Port Wine would seem more desirable than N.E.42 Empire Wine. In 1936 we find the eminent Australian Wine Shipper, Mr. Leo Buring, quoted as follows:

"No Wines under 6 months are allowed to be exported. The average age of Australian Wines exported is nearer 12 months, for all Wines exported after March, till the following October would necessarily be over 12 months and up to 18."

But to this period of maturity should be added the time spent by such wines in Bond in this country before use, which is thought to average a year or more. "Sweets", on the other hand, reach the consumer shortly after they are made, and are therefore very much less mature than either Port Wine or N.E.42 Empire Wines.

It will be seen that the remarks of Mr. Gladstone made over 80 years ago provide an apt description of the position as it is to-day, with the less mature commodities being forced upon the public by a wide difference in the rates of duty, which militate against the best interests of Port Wine. It might be thought that the interests of the nation would best be served by enabling the bulk of consumers to buy the best possible wine at a price they could afford, but this hardly seems to be the policy of the British Government to-day. No one could object to Empire wines being given a preference to provide them with a reasonable opportunity of becoming established in the United Kingdom, but it might be thought that, in view of the fact that 70% of the Port Wine entering Great Britain is shipped by British firms in Oporto, and the fact that the United Kingdom has a Commercial Treaty with Portugal, such preference should be made a very limited one as soon as Empire wines had become established as they have to-day. If this were done the merits of Empire wines would no doubt enable them to enter into fair competition with Port Wine, free from the criticism of their success being due to a preference of the sort so soundly condemned by Mr. Gladstone.

The position with "Sweets" (British wine) is somewhat different as, although these domestic products are allowed to parade under the name of "Wine", their existence is justified by interested parties on the ground that the "working man must have a wine he can afford". Such products are not recognised as "wine" by the Wine and Spirit Association or the great majority of foreign countries, but they are allowed to compete with the imported product with the great advantage of a low duty. It is claimed for them that they are N.E.27 products, i.e., of the approximate strength of Claret, and that the duty charged on them, taken into conjunction with that paid by them on the raw materials used in their manufacture, approximates the duty charged on N.E.27 Empire Wines, but purchases at random have frequently shown them to be of a strength about half way between Port and Claret, and thus liable to payment of a duty in the higher category, which, however, they do not pay. They are often reported as providing the base of what is known as "Red Biddy", though exhaustive enquiries have shown that "Red Biddy" is not a beverage normally sold or made by the publican, it being usually fashioned by the consumer himself, who unnoticed adds spirit such as methylated spirit to "Sweets" in order to get the alcoholic "kick" he requires and which is to-day denied to him by the exorbitant duty on whisky.

In olden times in this country the name "wine" was commonly used on products then known as "British wine", but it should be noted that such products were very different from those sold commercially to-day under the same name. They embraced mainly what may perhaps be termed "Farmhouse wines", made principally for private consumption, e.g., "Cowslip wine", "Dandelion wine", etc., but these products, although made of herbs and not grapes, at any rate had it to their credit that they were fermented from freshly picked plants. The ordinary "British wine" of to-day, officially known as "Sweets", is, however, a very different product, not being made from freshly picked produce at the time of picking, and

whereas the main object of adopting a legal definition of the word "wine" would seem to be in protection of the public, it can only be regarded as unfortunate that the British Government has so far failed to see its way to fall into line with the recognitions of other countries.

NOTE.—Although "British Wines" are included in the term "Sweets" this word covers other beverages. The Excise define "Sweets" as meaning "any liquor which is made from fruit and sugar mixed with any other material and has undergone a process of fermentation in manufacture and includes "British wines", "made wines", "mead", and "metheglin".

It will thus be seen that Port Wine is to-day at the mercy of an unjust graduation of duties, which enable an unfair competition against the wine. Such a position might seem hardly fair to our oldest ally, Portugal, whilst at the same time it is problematical whether the best interests of the consuming public are being served, and it can only be expected that the present scale of duties will in the end be found to defeat its own ends of raising the maximum revenue.

It will, of course, be obvious that there are other considerations in the giving of preferential treatment to any particular group of countries beyond its application to wine only, but it may perhaps wisely be claimed that wine is not a particularly large commodity in the usage of the nation and that its real values go far beyond its mere yield to the Exchequer. Wine has an almost "ambassadorial" value amongst nations, and plays a great part in Great Britain in the field of medical and social benefit in more ways than one, so that it might seem a reasonable view that the public should be enabled to afford not only wine but the best wine obtainable from any quarter of the globe.

It must be a matter of opinion whether Port Wine, price for price without preference, is a better wine *per se* than those from Empire countries, but there seems ample evidence that it is and that it is more suited to the climate of the United Kingdom than any other such product. Nearly all wines taste more attractive in their own lands than in the United Kingdom, for which reason it does not follow that, because a wine stirs enthusiasm in the country of its production, it will necessarily either receive or be entitled to a similar welcome in this country. Port Wine is singularly free from any unpleasant inheritances from the soil and climate in which it is produced, and therefore provides wines of an even and attractive type as opposed to some of its imitators from other countries possessing more marked features.

It is, perhaps, natural that the maximum should be done by Empire interests to stir the enthusiasm of the British consumer for their wines, when they are given the handsome advantage of a substantial duty preference, and efforts to rub home this advantage can only be regarded as equally natural. It would, however, be idle to suggest that the bulk of Australian and South African dessert wines are free in this climate from certain marked characteristics attributable to the soil and climate in which they are grown.

There may be consumers that like these flavours, but it is hard to judge whether their appeal lies in any charms they may possess or the fact that they can be bought at a lower price than Port Wine owing to the duty preference given to them. There does, however, seem to be ample evidence that price is to-day playing a very large part in the selection by the public of its purchases of wine. It may be ingenious politically to give these advantages to certain countries, but as long as they tend to have the effect of steering the public choice into channels which probably deprive the public of getting the best wine possible for its money, their existence would seem to militate against the real interests of the consumer.

Empire interests may claim a degree of preference still larger than they already have, but it seems a fair submission that any such increase would probably prove a serious mistake, unless it can be established at the same time that the wine-producing countries of the Empire are supplying wines to Great Britain equal in quality to the best wines of like breed produced in other countries.

There cannot possibly be more than one sound objective in this matter, namely the supply of good wine to the British public regardless of the country from which it comes, and if wines, price for price, other than the best are to be enabled by Imperial Preference or other factors to acquire a favoured status, not only will wine consumption in Great Britain wane but the wines causing such a position will in the long run be the first to suffer.

Let it therefore be hoped that any British Government casting preferential favours to Empire countries will first satisfy itself and the wine trade of the United Kingdom that in doing so such countries can and will supply the British public with wines of a quality unassailable by any other countries in the world.

It would, perhaps, not be surprising if Empire countries felt they had a claim on the Mother Country to any preference for which they might ask by virtue of the part they have played in the Great War, but it should be appreciated that the countries of the Empire had received unqualified benefits during the war from their association with the Mother Country. In any case it would be indeed unfortunate if the fate of good wine shipped to Great Britain were to be allowed to rest on political precepts of this nature.

The existence of Empire wines, if inferior, also puts the wine trade itself into an uncomfortable position, as if those that know wine should honestly feel that they cannot recommend their customers to drink Empire dessert wines in preference to Port Wine, as in many instances is the case to-day, they find themselves exposed to the charge of hostility to the British Empire. This would most certainly be an unfair charge if it were made against the wine trade, which has on several occasions shown itself second to none in its loyalty to the British Empire, but if criticisms of Empire wines are made by the trade itself or of what it considers unfair advantages given to any section of the trade, it would hardly seem to become those engaged in the Empire wine trade to show impatience of such criticism. It is surely the duty of the wine trade in Great Britain to do all in its power to supply the nation with the best wines it can procure, and it is entitled to deprecate anything which debars it from achieving that end.

It will thus be seen that the responsibilities put on the wine trade by the "artificial" encouragement of any particular wines by Preferential Duties are high, and the public interest can obviously best be served only by

(a) Reasonably low duties

(b) The avoidance of Imperial Preference as applied to wine.

On more than one occasion the trade in Great Britain has seen complaints from Empire countries that it would be hard for them to trade extensively in the United Kingdom without a substantial preference from the Mother Country, which would seem to indicate their own appreciation of the difference in quality of their wines as compared with that of wines from other countries such as Portugal, and it would be unfortunate if any form of political manoeuvre were allowed to prejudice the public interest for all time. "The proof of the pudding is in the eating" (or in this case the drinking!), and the only real test of the wishes of the public to-day after some years of Imperial Preference for wines, which have thereby been enabled to be well introduced in Great Britain, would be to cancel the preference and observe the direction in which the public taste moved.

A further difficulty which Port Wine is called upon to meet arises from the practice of sellers of Empire Wines of using such expressions as "Port Type" on their labels. As has already been mentioned in these Notes the Treaty with Great Britain is the only one of many such Treaties made by Portugal with other countries which omits to forbid the use of such expressions, and it is claimed on behalf of the Empire interests that the use of such expressions is necessary in introducing wines hitherto unknown to the public in order to indicate the sort of wine sold, e.g., a beverage wine such as Claret or a dessert wine such as Port Wine. Under the Anglo-Portuguese Commercial Treaty Acts of 1914 and 1916 the use of the name "Port" or "Port Wine" is forbidden to Empire Wines in Great Britain. These Acts suggest recognition of the plain fact that the flavours of any wine are attributable largely to the soil and climate in which the wines are grown, and that on this ground it is impossible to produce in Empire countries amongst others wines having the same flavours and characteristics as Port Wine, which is and can be produced solely in the Douro district of Portugal. This is an important truth, which may be amplified by mentioning that even other Portuguese wines such as "Estremadura Wines", which were formerly known as "Lisbon Wines", do not show the same flavours as Port Wine.

In the use of expressions such as "Port Type", "Port Style", etc., the law aims principally at ensuring that in the size of the wording on a label and the general appearance of the label the public should not be deceived into thinking they are buying something other than what is clearly described on the label, and in theory this would seem a proper protection of the public, whilst at the same time falling within the spirit of the Anglo-Portuguese Commercial Treaty Acts. It does, however, not require much imagination to appreciate that the less educated in wine are in practice frequently prone to believe that, if they see "Port Type" on a label, the contents are in fact what they understand to be genuine Port Wine, though in the legal view they have no grounds for such supposition. Evidence of this sort of misunderstanding is often

best seen in the homes of the purchasers of such products, which they offer to their friends as "Port", not so much from any desire to glorify what they offer as from a sincere belief that they have bought and are honouring their guests with genuine Port Wine.

As long as this is the position the use of such expressions as "Port Type", etc., might seem to fail to protect in practice the very people whom it sets out legally to protect, whilst at the same time operating as an injustice to Port Wine, which has through the centuries by its virtues and quality acquired a definite recognition in the minds of the public. It is not a question as to whether the public should or should not prefer Port Wine to similar wines from other countries, as the public is at all times more than capable of deciding where its choice lies, but if its judgment is to be steered by cheaper prices due to Preferential Duties, Port Wine would seem to have a definite grievance that it is not being given the fair opportunities that are its due.

Empire interests have for some time claimed that in these days the old wine names have become no more than "generic" as indicating very broadly a "type" of wine, which view embodies the contention that all sweet wines of the same alcoholic strength as Port Wine, quite regardless of their district of origin or the identifying flavours which arise therefrom, are entitled to be called "Port", but it would hardly seem in protection of the public that so wide a field should be drawn. Australian, South African, Estremadura, Tarragona, Californian, and other sweet dessert wines all have flavours of their own, which identify them and are in many ways basically different, so it would seem only proper that the public should be afforded the opportunity of recognising them by their geographical names. It might even be thought that in using the names of European wine districts under the guise of informing the public of the class of wine offered by non-European countries other countries were seeking to acquire with one stroke of the pen some of the goodwill which has taken European wine districts so long to build up for their wines, and it has often been asked why such countries do not seek to establish their own geographical names for their wines in the same way as has been done by European countries. It is true that in some non-European countries attempts have been made in this direction, but they have been few, and it is to be hoped that in the course of time efforts will be made by non-European countries to establish their own goodwill on lines similar to those adopted by European countries as, if they did so, the public would better be able to identify any particular wine it preferred.

It is conceivable that in the course of time foreign wine names have come to provide a certain sort of "glamour", but it would seem a pity if this should have the effect of discouraging Empire countries from establishing their own names for their wines. Some of the wine districts in Empire countries have names which are both artistic and distinctive, and which would prove an attraction to the consumer, but if it were thought preferable to utilise the names of ports from which such wines are shipped, as is done in the case of Port Wine, it is perhaps intelligible that such attraction might be limited. In former times it was customary to ask for a glass of "Oporto Wine", but later this became "Port Wine" and finally "Port". If, however, the same principle were applied, for instance, to a wine shipped from Sydney in Australia it might not be long before the public found itself asking for a glass of "Syd". This would admittedly sound somewhat peculiar at first, and it could hardly be advanced that as a name it had artistic merits, but would it really be very much more peculiar than quite a few existing names for wines and spirits in common use? The public has for very many years been perfectly content to ask for "Rum"—and what could be rummer than that?

As long as the individuality of a wine is derived, as it is, from the particular soil and climate in which the grapes are grown, and as long as this individuality is expressed in the form of flavour and bouquet any form of "generalisation" in the use of a particular wine name would seem against the best interests of the consumer, who should be helped to identify the flavours he likes by a scrupulously correct nomenclature derived from their geographical basis. If wine names are to be used in a wider manner it would hardly be surprising if he were left floundering in a wilderness of confusion.

But this view is exclusive of any question of a right to any particular wine name. It would seem reasonable that, if those engaged in a particular wine district have through the years been enabled by their industry and ability to build up a reputation for their wines, they should be left in possession of what by all canons of fair play and respect known in Great Britain is obviously theirs. On this ground it would seem deceptive of the public that, for instance, a name such as "Burgundy" should be utilised on Empire wines, even though it may be qualified by the name of a country other than France.

Two standard English Dictionaries taken at random describe the name as follows:—

- a. "A generous French Wine (generally red), so called from Burgundy, the district, where it is made."
- b. "A kind of Wine, so called from Burgundy in France, where it is made."

And on this ground it seems irrefutable that no wine, made in other countries, is in fact Burgundy, however much it is sought to wrap up the name in qualifying descriptions, the flavours of such other wines being different from that of Burgundy, as wines with the true flavours of Burgundy can only be produced in the district of Burgundy in France.

There is unfortunately a great deal of evidence of the acceptance by the British public of misnomers of this nature, e.g., "Cheddar Cheese" from Canada, etc., but, however much they persist, the rights to a name and the proper protection of the public therein seem principles impossible of dispute. In the absence of legal protection of a name, such as Port Wine possesses, it may be wondered whether the remark of the Lord Chief Justice in the case of "Sandeman v. Gold" (p. 80) is not eminently applicable.

"It is said in this case that there is a contradiction in terms between the words 'British' and 'Tarragona'. The vice of the argument, however, is that it assumes too much knowledge on the part of the purchaser of this class of article".

CHAPTER ELEVEN

Notes for The Wine Trade Student

"It strengthens while it gladdens, as no other Wine can do, and there is something about it which must have been created in pre-established harmony with the best English character."—

Professor Saintsbury (of Port Wine).

First Study

It has often been asked, "What is the best method of acquiring a knowledge of Port Wine itself and being able to judge the intrinsic qualities of a wine at any particular juncture of its life?" There can be only one answer to such a question, namely incessant study and tasting.

Before the War of 1914–1918 far greater attention was paid in Great Britain to such study both inside the Port Wine trade and outside it than is commonly found to-day, and if the public is best to be served it is of paramount importance that at any rate those engaged in the industry should become masters of their art. In those days it was the custom for principals and travellers of Port Wine shipping firms to pay regular visits to their wine merchant customers in all parts of the British Isles, and although this practice is still adhered to it is seldom that the same high degree of professional interest in Port Wine itself is shown between the seller and buyer as of yore. In those days it was frequently more the rule than the exception for tasting to occupy a large part of the visit, but in these days this form of professional interest has largely waned. The reason may, no doubt, be found in such changes as the introduction of a large number of "Proprietary Brands" quoted on the wine merchant's list, and the fact that business generally so often has to be conducted at a greater speed than heretofore.

There are, of course, still a great many of the old-fashioned knowledgeable wine merchants who assess the tastes and needs of their customers, and who set out to supply them from wines selected by themselves from the stocks of Port Wine shippers in Oporto, just as was done in the "good old days", and one is perhaps tempted to think that this policy remains the best even in modern times, though this view does not carry with it any condemnation of Proprietary Brands.

The only means of acquiring a knowledge of Port Wine is to taste the wines frequently and regularly throughout their lives. This admits of a study on a general basis, provides a knowledge of the great art of blending, and enables perfection to be attained in the maintenance of the wines. It was almost pathetic to find so many gentlemen sent out to visit wine merchants immediately after the War of 1914–1918 without the slightest technical knowledge of the wines in which it was their mission to interest their prospective customers, but this was the natural outcome of the devastation of war, resulting in the loss of trained personnel. One could only sympathise with travellers sent out to sell Port Wine, knowing as they must have done that they were quite unfitted to engage in a tasting with any experienced wine merchant. Many were provided with lists of various wines in which their firm was interested, but one was frequently tempted to suspect that there were cases in which the traveller believed a "Liebfraumilch" to be a Burgundy and a "Chateau Lafite" to be a Champagne!

Fortunately, however, the wine trade settled down to overcome these difficulties by the training of younger men, who now form the nucleus of a staunch body of experts for the future. Apart from the individual effort of firms much was also done by outside sources such as The Vintners Company, which instituted a Scholarship for promising younger members of the wine trade and provided those chosen for this honour with the opportunity of study lasting a year under leading firms in the various wine districts of Europe. Similarly, the Wine Trade Club of London started an active Educational Section, rewarding those who showed merit with free visits to shippers abroad for further study. The work was originally limited mainly to Lectures on the various wines, but it was extended to Tasting Classes, at which various wines were tasted by the candidates under the guidance and explanation of a leading member of that section of the wine trade, of which the wines were under study. It was my privilege to take the first of such Classes, which was attended by 16 candidates, in November 1934, but since then they have proved of great attraction and of considerable interest to the younger men in the wine trade anxious to fit themselves for their career and the number of applicants for each Course has now reached about 70.

It has been said that

"Port Wine has two duties. The first is to be Red, and the second to be Drunk."

There are, of course, White Port Wines made from white grapes as well, but the second "duty" remains with them. It should, however, not be imagined that either of these "duties" extends to the consumer.

The study of colour in Red Port Wine brings the student into a difficult and somewhat technical field, as the requisite knowledge to assess the meanings of differences seen can only be acquired by years of regular study, during which the eye becomes attuned to such differences in shades of colour which would hardly be noticed by the lay consumer.

The natural colour of Red Port Wine when made is, of course, a light purple with a slightly reddish tinge, but before many months have passed this has developed into a more definite and deeper purple such as is seen in Vintage Port at the time it is shipped to the British Isles, when about 2 years old. Colour tells the trained Port Wine shipper a very great deal about the wine, but perhaps the most difficult field of study falls within the yellow tinges comprised in the redness of a wine, especially in the case of Tawny Port. Some of these shades of colour are sometimes described as "mahogany", but it is doubtful whether this is an accurate description in view of the comparative "blackness" in the colour of mahogany wood which is foreign to Port Wine. In studying the yellow tinges it would perhaps be helpful to the student if he made himself acquainted with the differences of those shown firstly in young and old straight Tawny Ports, secondly that which is seen on a wine which has had, say, over a year in bond, and thirdly that which indicates a wine which has been allowed to remain for an undue period on its lees in cask.

The object of the student approaching Port Wine for the first time should be to make himself acquainted with and get a firm understanding of the characteristics which are recognised as the primary features of Fine Port Wine. It is not enough to be able to differentiate between various qualities unless he can recognise in them the points which serve to furnish what is known as "quality", and he should never lose sight of the fact that one wine is considered as being of better "quality" than another mainly because it appeals to the consumer more. Perhaps the three main characteristics which cause this appeal to the consumer may be classed as "Vinosity", "Breed", and "Cleanliness". By "Vinosity" is meant what may be described as "Weight of Wine" or "Essence of the juice of the Grape". By "Breed" is meant "Refinement of Flavour", which is not found in the lower grades of Port Wine, and by "Cleanliness" is meant a lack of extraneous flavours such as the taste of the cask or *tonel*, or other flavours not seen in an exemplary Port Wine. Amongst the more common "Unclean" flavours are those of wood, derived from a dry or insufficiently seasoned cask, and "Woodiness" or "Caskiness" in a Port Wine provides a highly unpleasant flavour. A similar fault is "Mustiness", which arises from the wine having come into contact with a "musty" or sometimes partly "fungussed" cask. The more common faults found in wines in bottle are "corkiness", which is often attributable to the wine having contacted a dry cork, (owing possibly to the bottle having been allowed to remain standing up sufficiently long for the cork to become dry before again touching the wine when once again laid on its side), and "Dirtiness", which can arise from an insufficiently washed bottle.

In tasting, the nose, eyes and mouth all play their part in reporting impressions to the brain, and whereas it is more commonly supposed that the mouth is the primary agent, it is, in fact, the nose and eyes, which are the more reliable interpreters, especially the former. It is, therefore, a useful rule never to taste a wine until the nose and eyes have made their reports, and to regard the mouth mainly as a confirmatory organ; if the mouth fails to support the findings of the nose it is usually safer to rely on the nose in preference to the mouth.

Perhaps the most deceptive feature in tasting is "Age", which can go so far to bluff the student if he is not on his guard, and it is so often found that a wine of quality may remain unrecognised if tasted against a wine of rather less quality but possessing more "Age". "Age" is a useful concomitant to other qualities in Port Wine, but it would be wrong to regard it as a feature having in the long run the chief attraction for the consumer, who in regular drinking of a wine will soon find himself past "Age" and dependent on the more intrinsic qualities such as "Vinosity" and "Breed".

The great majority of healthy people possess a sufficiently good "palate" to admit of its being trained for the purposes of professional tasting of Port Wine, but it can easily be

prejudiced by such things as excessive smoking, constant consumption of malt spirits, and lassitude. Some tasters reach a higher standard of efficiency than others, but this may often be attributed to the degree of interest taken in the work, the concentration applied to it, and the regularity of the study given. The sample room is a hard school, but a very necessary one, and the student who is content to pay no more than fleeting and occasional visits to it can seldom hope for success. So much can be learnt by discussion at the sample room slab with more experienced tasters, but it is equally important that a student should start at the beginning and increase his knowledge with a sound basic understanding of Port Wine.

Perhaps some of the most difficult Port Wines to judge are the youngest during the first 18 months of their existence, but these are seldom seen in Great Britain, and for students destined to operate outside Oporto it is sufficient to train on the more finished wines. It is sometimes preferable to begin training with a few dark wines selected to cover a wide range of quality, which should be studied by themselves and then in relation to each other, finally confusing the glasses and inviting the student to place them in their correct order of quality. This will show whether he has appreciated their intrinsic qualities individually, and whether he has mastered the features of change in a series of similar wines of various qualities, but it is wise not to ask him to concentrate on more than about six such wines at any one time and to instil into his mind that he must never be afraid of saying what he finds in the wines, even though it involves for him entirely disappointing results, as the student who is afraid of "making a fool of himself" at the sample room slab will take a long time to become a taster of value.

The same method of study can then be applied to Ruby Ports, Tawny Ports, and finally White Ports, but it would be idle to expect a student to derive much benefit from a study "filling in the gaps", until he has become *au fait* with the broad bases of distinction. Once these have, however, been mastered he can develop his knowledge by studying a similar range of wines between the first and second of the wines previously shown him, then between the second and third, and so on, but it is important to instil firmly into his mind that, when he is tasting, he must never come to any conclusions of any sort unless they are founded on the features he is satisfied he sees in the actual wines. This is of the greatest importance, because outside influences are able to play so great a part, and if, for instance, whilst he was out of the sample room for a moment, someone changed two of the glasses round, nine out of ten students on returning to their labours would start with the assumption that the glasses were just as they had left them and imagine that they saw in the wines characteristics in support of their assumption. For this reason one of the first lessons to be learnt in the sample room is never to assume, never to think a glass contains a particular wine, and never to form any judgment unless it be based on what is actually found after tasting the wine.

Professional tasting is a task requiring a great deal of concentration at all times, and is best undertaken when the senses are most receptive, i.e., in the morning before lunch. It is tiring work owing to the deep concentration required, and it is therefore useless to undertake it unless the taster himself feels in good normal condition without being in the least weary. In tasting, the reactions are reported to the brain by the nose, eyes and mouth, and if for any reason any of these is not at its best it is unwise to taste, as wrong impressions may so easily be formed. The concentration required in the sample room depends to a large extent on quietness in the room, a correct and steady temperature of about 55 degrees Fahrenheit, and is greatly helped by the taster being accustomed to his surroundings, to the light, etc.

For these reasons a wine merchant visiting the sample room of a Port Wine shipper would always be well advised to defer his decision on a wine until he has had an opportunity of tasting the wine of his choice in his own sample room, where he would be able to study it at leisure and compare it with standards known to him. The use of instruments for the determination of chemical features in a wine is at times resorted to either as an alternative to tasting or in confirmation or otherwise of conclusions arrived at after tasting. But at times such methods may prove more a hindrance than a help, and it is preferable to rely on human tasting as opposed to reports from instruments, which, while they can show certain features in the wine, can never faithfully report the volatile ethers of the wine which play a part in the study and determination of its bouquet.

I remember an occasion on which a gentleman once visited my office, and as he wished to taste wines he was taken into the sample room, where many glasses of various Port Wines were standing on the tasting slab. He picked one up, held it to the light, and without further

comment blurted out "Croft's". I was interested, as this certainly seemed to me a method of tasting which I had not met before, and I knew that his decision must be wrong because the wines on the tasting slab were all "Cockburns". I therefore enquired how he could tell the wine was "Croft's", only to be answered: "Well, look at the colour!" I have not the faintest idea what he meant, and I am afraid I remained quite unimpressed by his prowess, but at any rate it provided an admirable example of how not to taste Port Wine!

Bonding

It has long been the custom of most firms to allow their casks of Port Wine to remain in Bonded Vaults supervised by H.M. Customs and Excise after their arrival from Oporto before paying duty on them prior to removing them to a cellar for bottling, and apart from the obvious advantage of this facility it would be right to observe the effects on the wine therefrom.

There are few Port Wines intended for daily consumption which do not benefit by a certain amount of "Bonding Age", and as a standard rule it is wise to allow the wines to remain in bond or undisturbed in a duty paid cellar for from three to six months before bottling, as this gives them an opportunity of recovering from their journey from Oporto and acquiring a certain amount of additional "age", which provides an attraction for the consumer. At the same time it is unwise to leave a wine too long in bond as it loses some of its freshness in addition to colour, and suffers from being allowed to remain too long on its lees. In such cases it is often prudent to rack it from its lees before removing it, and in any case Port Wines should be racked in this way once a year, whether they are to be cleared from bond or not.

Apart from a certain "staleness" which results from excessive bonding the trained eye will notice a slight difference in the colour of the wine, which acquires a particular brownish tinge. This colour is, however, a perfectly healthy one and not unattractive, as it still shows that the wine has life. It is not difficult to notice it if a cask of the same wine freshly shipped from Oporto is compared with one landed some months before, which has remained in bond since its arrival, and apart from the acquisition of a certain extra "age" the wine tends to soften in its flavour and appear "rounder" on the palate.

Blending

In Oporto blending is an art requiring many years of constant study by tasting, and for which it would be hard to lay down any other than the broadest of rules. It must be remembered that blending is little more than marrying wines to one another, as few Port Wines care to remain celibate throughout their lives. If left unblended they are prone to appear "tired" and uninteresting (the dull old bachelors!), but by skilled blending the best can be got out of them. A Port Wine shipper may perhaps be likened to the manager of a marriage market, into the care of which there arrive hundreds of new progeny annually to be brought up and finally made to conform to one of the earliest laws of Nature, namely inter-marriage. If general rules can be found it may perhaps be said that extremes seldom marry well in equal quantities, whether such extremes be those of age or richness, but they seem to have no objection to living with one another in a blend, provided that therein none but small quantities of wines appreciably older, drier, or richer than the rest of the constituent parts are used. Similarly, rich wines have a rooted objection to being asked to marry very dry wines, and in failing to assimilate in a blend they can usually be seen on taste both remaining entirely pigheaded, and each trying to assert itself over the other.

An excessive use of rich wines in a blend is prone in time to cause a somewhat "unfresh" result, whilst too much dry wine often provides a certain "hardness" in the blend, whereas the object to be attained is one of even balance, which provides so much of its final attraction to the consumer. A proper quantity of dry wine in a blend will often serve to give the result "grip", which provides a healthy firmness of flavour and adds to the charms of the blend.

It is not uncommon to hear of cases in which old stocks of "Crusted Port" have been "worked off" into casks of fresh Port Wine, but this form of blending requires considerable circumspection as, if any but small quantities of "Crusted Port" are used in this way, the result will be a "tired", uninteresting wine in which any charms presumably brought to the blend by the "Crusted Port" are conspicuous by their absence.

The Bottling of Port Wine

It is always prudent to allow a cask to rest in the cellar for at least a few weeks before preparing it for bottling, as by this means it acquires the temperature of the cellar and itself feels in a healthy condition. Once rested, it should be "fined", and in "fining" perhaps the first rule for the student to learn is that the wine should never be hurried in its process of clarification. There are many good gelatinous finings in use to-day, but if in doubt the whites of twelve eggs per pipe can usually be regarded as reliable, whilst if a heavier fining is desired the shells of the eggs may be powdered and added to the mixture. Six eggs are usually found to be satisfactory in fining a hogshead, but it is wise to use four for a quarter-cask. A rapid "fining" will invariably tend to take too much out of the wine and prejudice its flavour, whilst there is frequently a grave risk with wines which have been filtered that after a few weeks they will revert to a cloudy condition, in which case the best remedy is a light fining.

The purpose of fining is no more than to clarify the wine and bring it to a "bright" condition, so care should at all times be taken to see that in whatever may be done this purpose is strictly served. If a wine "kicks" after fining, as sometimes occurs, there may be one of many reasons, in which case the cask should be given a light "Top Fining", if it remains obstinate. Students would be well advised to be on their guard against equinoctial effect in the matter of fining, as at these times of the year (early spring and autumn) the wine is in itself very disturbed by the laws of Nature and may readily resent interference. It is, therefore, prudent to avoid fining a wine immediately prior to an equinoctial period, unless there is a reasonable chance of being able to get the wine into bottle before Dame Nature starts to play her troublesome part.

For wines intended for daily consumption as opposed to being matured in bottle the work after fining is of a more or less elementary nature, though care should, of course, be taken to see that the bottles have been well washed, are clean and dry, and that good quality corks are used. Such wines should not be kept in bottle sufficiently long to allow them to throw down a deposit, which will appear in the form of a dust in the wine, but if this should occur the choice of a remedy lies between leaving them for some time in the rather faint hope that the deposit will adhere to the bottle and form a light "Crust", or returning the wine to a cask for another light fining. The flavour of Tawny Ports kept some time in bottle is not particularly attractive, though the wine will show a certain "softness" as compared with its original flavour, but it is doubtful whether any fine Tawny Port will improve after about three years in bottle.

Vintage Port

In olden times "Vintage Port" was not seen as it is known to-day, as it was then the practice to sell it bottled in the autumn of the third year of its existence after it had been shipped to the United Kingdom in the second autumn. It is doubtful whether it became the general practice to bottle it during the second autumn much before the early 1890s. Such bottlings were known as "Third Year Bottlings", and it is perhaps unfortunate that third year bottlings are not appreciated as much to-day as they were then. To-day both the wine trade and the public demand "Second Year Bottlings", which after being shipped in the second autumn are bottled before the third year begins. It is thus conceived that, if the wine was bottled on 1st January of the third year instead of at latest the day before, some evil spirit would haunt it and it would rank as a far less valuable or attractive product. There is often confusion in the minds of many as to the true meaning of a third year bottling, and by some it is supposed that it indicates a wine bottled in the spring of the third year of its existence, whereas it is rightly one bottled in the autumn of that year after remaining in cask in Great Britain since the second autumn of its existence.

When handled in this way the wine is, of course, slightly lighter in colour than a second year bottling would be, but it has retained its natural vinous flavour, and although throwing a lighter crust than a second year bottling it will be ready for consumption sooner, and on this ground admit of a less expensive product for the consumer in the long run. Such wines as favoured by our forefathers showed a fine delicate vintage flavour, were often softer, and provided all that was wanted from Vintage Port. But to-day for some reason, unaccountable except for commercial practice, second year bottlings hold sway, possibly on the ground that all that is in the wine should go into the bottle for the benefit of the crust, in spite of the fact that the wines have to be retained for many more years before they are ready to drink and in the process finally cost the consumer more.

As previously mentioned, the judgment of young Port Wines of this nature is no easy task for the untrained, but it should be remembered that "Vinosity" and "Breed" are the two factors which will decide the fame or otherwise of the wine. The colour of the wine at the time the samples are shown to the wine trade is of somewhat secondary importance, as it does not necessarily follow that the darkest wines possess the greatest lasting or finest qualities, and considerable self-deception can so easily be caused by a wine somewhat "black" in colour. It is good that Vintage Port in its early stages should show as much freshness and life as possible with a requisite natural sweetness, but it is not detrimental to the wine that at this juncture it should show a somewhat "burnt" flavour as this will pass off after a few years in bottle as the wine develops.

On arrival in this country Vintage Port, if a second year bottling is desired, should be cleared to the cellar in which it is to be bottled, and allowed to remain there for some weeks before anything further is done. The question then arises as to whether the wine should be fined or not, and it is one which is largely decided by individual opinion and experience. The effect of fining is to take out of the wine a little of its body, but it sometimes acts as some slight insurance against a "slippery crust". This danger should, however, not be over estimated, as if the wine after being allowed to fall bright by itself is bottled unfined on a bright Autumn day, when the human being himself feels especially well, there is no normal reason why a good firm crust should not be obtained, provided that the wine is allowed to rest in its original bin for some years to enable the crust to settle down and get a firm hold on the bottle.

The bottle itself also plays its part, and assuming it to have been used before and already to have disposed of the "bloom" on the new glass, the question of the colour of the glass merits consideration. In olden days very dark black-amber bottles were favoured for Vintage Port, largely to prevent the effect of light on the wine, and although dark green bottles have in certain cellars been found to give satisfactory results evidencing none but the best of bottling, the dark black-amber bottle is more commonly used. Bottles which have not previously been used still possess the "bloom" on the glass inside, and no bottle has yet been produced which from the outset eliminates this feature. Until it has been removed it is unlikely that a firm crust will be obtained, though Vintage Port left long enough undisturbed will in the course of years not only dispose of the "bloom" but also thus provide a ground for a firm hold for the crust.

A few years ago "dimpled" bottles were offered as calculated to overcome the difficulty of the original bloom on the glass, but these failed to appreciate the problem and incurred the risk of an uneven crust. Various methods for removing the bloom on a new bottle have been tried, perhaps the most common being "lead shotting", but as the lead pellets used are barely hard enough for the purpose satisfactory results from this process are seldom found. The old-fashioned similar method of "granite shotting" does, however, remove the bloom if thoroughly applied, and provides a suitable ground for the formation of the crust, whilst other methods in use remove the bloom with acids; these, however, require careful handling for obvious reasons, and the greatest care in washing the bottles after the acid has been used is a *sine quā non*. I once heard of a firm who filled their new bottles for Vintage Port with beer for some months before use, which they claimed removed the bloom, but it is hard to say in the absence of a wider experience whether this method could safely be advocated.

It is the falsest of economy to use for Vintage Port any but the finest corks obtainable, and the long cork is preferable to the shorter type, but whichever type is used there is always the risk of "fly" attacking the cork and ultimately spoiling the wine by ruining the cork. To eliminate this risk it is prudent not to leave bottles after corking for any but the shortest of time before completing the operation of bottling. The end of the bottle should be immediately dipped in wax to provide an airtight cover for the cork or capsuling, and one of the most satisfactory methods of dealing with this final stage is to flare the top of the cork with a flame, then cover the top only of the cork with wax, and whilst the wax is still hot to put on the capsule, the whole work being done as one uninterrupted operation.

Some bottlings of Vintage Port mature more slowly than others, and this is largely dependent on the type of cellar in which the wine is stored, the amount of light reaching the bin, the colour of the glass of the bottle, and the part of the country, but it is usual to find that maturity is slower in the colder climes and that a slow maturity will often give better results in the end than the more rapid.

The formation of the crust arises from a series of precipitations through the years, the heaviest occurring during the Equinoctial periods of the year, but other factors such as a change of cellar temperature will tend to hurry precipitations, though possibly unduly, as the firmest crusts are usually attributable not only to good bottling but also an even flow of precipitations of the vegetable and other matter in the wine, which in the end form one homogeneous deposit. Our forefathers set great store by what was known as "Bees-Wing" in Vintage Port, but this was little more than an unduly late precipitation, which had failed to amalgamate with the former even precipitations sufficiently to form a like part of the crust, though in itself it was a complete form of fine later crust which suggested good bottling. I have often suspected that the pre-Phylloxera wines must have possessed some special characteristics encouraging the formation of Bees-Wing, as I have never seen it on a Vintage later than 1896, and it may perhaps be likened to the last and late child in a family in which the other children are considerably older—perhaps for this reason it was such a favourite!

In olden times Vintage Port was found to lose colour at a very steady and regular rate during its maturity, but the more modern vintages have often been found to do so less steadily, and for this reason it is not unusual to find the view expressed that a wine is destined to prove disappointing because it has suddenly become much lighter than previously. This is, however, a false fear. In its earliest years in bottle a Vintage Port will sometimes lose little colour at first, and then during the next few years precipitate unduly heavily, but once that has been done it loses little or no more colour for some years, until it begins to "turn the corner". In these later years the wine is apt to show discouraging with poor flavour and little promise, and it seems to be passing through a stage of adolescence, but during this unsatisfactory period it will be noticed that it still retains the original "pinkness" of its youth as opposed to the browner tinges it acquires later on.

In a matter of a year or two it will suddenly be found to have "grown up", and it is at this juncture that it may be considered ready to drink, as it has by this time developed in maturity and begins to show its fullest vinous charms and flavour. These remain for some years until the wine enters the later stages of its life, becomes browner in colour, and finally loses flavour and colour, and dies. All this time it has been living on the Portugal grape brandy which has been one of its constituent parts from birth, but the day comes when it exhausts the benefits of this supply and begins to eat up its own crust. At this juncture much deception is caused, because to the untrained eye the wine appears still to possess plenty of colour, though in reality the colour seen is not the healthy red or brown of "Life" but the "blackness" of the crust, which spells death, and the wine has little real flavour still to offer. The final stages are reached, when it will be found that the crust has almost entirely disappeared from the bottle, and by this time the wine has assumed a tawny hue with a flavour of little more than wet string. Cases of this are seldom seen to-day, but a few years ago I saw an admirable example in an 1822 Vintage, and it is not uncommon to find an 1847 Vintage to-day black and quite lacking in the true vinous flavour of Vintage Port.

Thus are the "human" propensities of Vintage Port seen, each specimen of each year having its own characteristics and degree of power to live, and for this reason it is impossible to answer the very usual question asked at the time the wine is shipped, "When will this wine be ready to drink?" In each bottling only time can show, and it would be just as impossible to say of a baby at the time of its birth when it would reach the zenith of its life.

It is unfortunate that in these days so many lovers of Vintage Port are compelled to live in houses or flats possessing no wine cellar, and it might be thought to be to the everlasting shame of modern architects that, whereas they steadily provide space in their plans for storage of food, i.e., the larder, they studiously omit to provide any suitable place for the proper storage of wine, but the enthusiast, who rightly objects to keeping Vintage Port underneath the stairs, can always rely on his wine merchant to hold his stock for him and deliver it bottle by bottle, decanted, whenever he wishes to drink it.

"Port" and "Starboard" (A digression)

As one of my more frivolous friends once enquired of me whether the name "Port" in the above expression had ever been in any way connected with Port Wine, a note on the subject may not be out of place, and I can say without fear of contradiction that in this usage the name "Port" has no connection with the wine of Oporto.

Before ships had stern rudders as at present they were steered originally by side-oars and then by side-rudders. In the first stage the steersman naturally sat in the stern and used a more or less ordinary oar for the purpose; as he was normally right-handed he had his oar on his right hand side (i.e., on the right of the boat as he sat looking forward).

Later this steering-oar was clamped down to help the steersman hold it, and we find it has also broadened out somewhat. During this period it was still on the right hand side facing forward, but it was more or less of a fixture. Thus the right hand side became known as the "steerboard"—a name which, in time, became "starboard"; the part of this word shown as "board" is merely the Anglo-Saxon word "bord" (side).

During this "side-rudder" era it was natural that a ship should want to avoid damage to its "steering-oar", so it brought its left side up to the quay and loaded or unloaded on that side. From this we trace the expression "Lade-Board", which, in time, became "Larboard". For the same reason we find the word "Portus" (Latin—a harbour) in common use and denoting the harbour or quay side.

In shipping the earliest use of the term "Port" is found in the order to the helmsman "Hard a-port", which instructs him, of course, to push his rudder over to the "Larboard" or left side, the object always being to bring the ship up with its left side to the quay. Similarly we find the expression "Port your helm" in common use, as the quay should always be approached with the helm of the ship, if anything, pushed over to the left and never to the right.

On the other hand there is another possible derivation explaining the old use of the word "Port", which shows it as possible that the word was derived from an entirely different source, i.e., "Porta" (Latin—"a Gate or Entry, etc."), meaning also a hole (in the side of the ship, designed for taking in or putting off the cargo). Such "Ports" were invented about 1500 A.D., which was about the same time as the other derivation explained above. But, whichever explanation is preferred, it amounts to the same thing, as in one case the ship was brought up to the quay in such a manner as to avoid damage to its steering arrangement on the right, whilst in the other as long as this was done the obvious side for loading or unloading would be the left of the ship. From about 1500 A.D. even up to the present day a ship's "entry-port" (or "front door" as it were) is on the ship's left side as one faces forward.

Exactly a century ago My Lords of the Admiralty came to the conclusion that "Larboard" which up to then had always been the official naval term for "left", sounded too much like "Starboard", especially when a gale of wind was blowing. So in 1844 it was officially laid down that "Larboard" hereinafter and for evermore must be dropped and "Port" substituted.

With regard to the colour red to denote "Port", this again has no connection with the wine of Oporto. Many theories have been advanced on this point, but one might think there is little doubt as to the real reason, because it is so natural and obvious! Red stands for danger and green for safety; both have so stood for countless centuries and still do to-day in signals, but perhaps the more popular view as to why red should stand for danger may be that it represents the colour of blood, though another theory is that red indicates the glow of flames (?hell) as against green indicating the green pastures (?Heaven). In applying these theories to ships, which one remembers have got into the habit of moving inshore with their left side nearest to it, one may ask which is the safe side and which the dangerous. Obviously the left side is the dangerous one, as if the ship should bump into something such as the quay, a rock or shoal, etc., it will suffer, whilst on the right side it will probably have open water with no doubt a much wider margin of safety.

Though, of course, it has nothing to do with "Port", another point perhaps worth mentioning is why the Navy should be called the "Senior Service", and this point has provided ground for many an interesting discussion, there being much to be said on both sides. If it is wished to establish that the Army should be known as the "Senior Service", it is necessary to say that the Commonwealth Government of Oliver Cromwell's time really invented both the Army and the Navy in their modern form but that they invented the Army first, and this would be true, if the premise is true, that they invented both, but this is an arguable point.

If on the other hand it is sought to establish that the Navy is rightly the "Senior Service", it can be shown that the Royal Navy was definitely created the "Senior Service" when H.M. The King, who is the only person entitled to do such a thing, solemnly conferred upon the Navy the epithet "Royal", and at the same time very pointedly refused to confer the same honour on "You of the Army". Further, the Navy has remained to this day "the Royal Navy", whilst the Army remains just "the Army".

It is perhaps not surprising that the situation should be as it is to-day, when one remembers that King Charles II found the Army so distasteful after it had decapitated his father and chased him himself almost all round England! It is probably a minor point that an Army Service should be entitled to-day to the epithet "Royal" in comparison with the major issue, but an Army Service with the epithet should, of course, be regarded *ipso facto* as senior to one not so entitled, and *en passant* it may be a fair enquiry why since the days of King Charles II the Army has not at some juncture or another been honoured with the epithet "Royal". However, whatever the reason may be, the fact remains that "senior" means "higher in status".

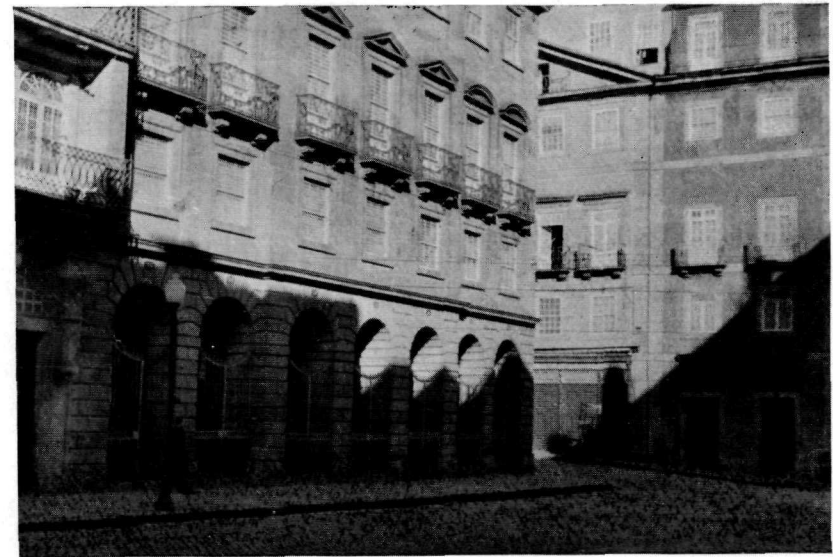
Perhaps, however, a stronger argument to any already expressed is that Cromwell (of all men!) could never have invented anything "Royal", and the Kings of England (back, I believe, to King Alfred in the year 900) owned ships, which were thus "Royal" ships—in fact for many centuries before the days of Cromwell and for many centuries before there was anything in the least like the modern Army.

I can visualise certain arguments open to the Army in this matter, but it would seem more than clear that those open to the Royal Navy would surmount them regardless of the angle from which they might be made.

A Note on the British Association, Oporto

Much of historical interest can be written about "The British Association", Oporto, which is perhaps more colloquially known as "The Factory House", and a good précis of its history appears in "Oporto Old and New", by Charles Sellers. In Oporto it is commonly referred to as the Factory House, because in its earlier days it was the meeting place of the British traders in Oporto regardless of the particular employment in which an individual might find himself. Such persons were in those days mainly known as "Factors", meaning "Agents", as so many represented British firms in various channels of employment.

Through the years there have been many differences of opinion on several matters connected with the Factory House and a long chapter could be written explaining these, but for the purposes of this book a limited number of interesting points would seem to suffice to provide a sufficient summary of its history.



The British Association ("The Factory House") building in Oporto.

The Factory House started its career on 11th November, 1811, being at that time a few houses, used largely as a residential club, and the site was in close proximity to that of the present building. From time to time various views on its administration have been held by

those concerned, and these have in the past at times provided ground for contentious discussion on more than one occasion, but perhaps a few remarks will prove of interest at this juncture.

In a letter to "The British Association" dated 7th July, 1824, we find Consul General Matthew writing as follows:

"To trust to the purity of my intentions and the warmth of my zeal to promote every measure that may tend to the union, peace, and honour of the British Family in Portugal Let me entreat you to make every sacrifice of personal feelings to attain the great desideration of harmony among the British at Oporto".

It is to be hoped that this appeal will never be forgotten.

Whereas many points have arisen which provided ground for dissension amongst the British Factors in that great city, it is perhaps interesting to note that one of the first things done by the Association was to provide machinery to black-ball applicants for membership, and we find strong measures being taken in this direction on 24th June 1824, as well as on 12th January 1844.

The members have for many years been British firms in Oporto and Villa Nova de Gaia, the control of the corporation being largely in the hands of the partners of such firms, who were resident in that district at the time. But whereas in the olden days the senior partners of such firms were mainly resident in the district, conditions have somewhat changed latterly, and in 1930 we find that of the thirteen member firms the senior partners of no less than ten then resided in England instead of Oporto.

There seems evidence for supposing that, whereas the Factory House in former times was used largely as a sort of "Exchange" by the British community in Oporto, it was used just as much as a social club, and an interesting date in its history is 1851. On 16th June of that year we find Mr. Arthur Hunt, the then "Treasurer" (Chairman), writing as follows:—

"The House called 'The Factory House' is in the strictest sense of the word a Club House, similar to any of the London Club Houses"

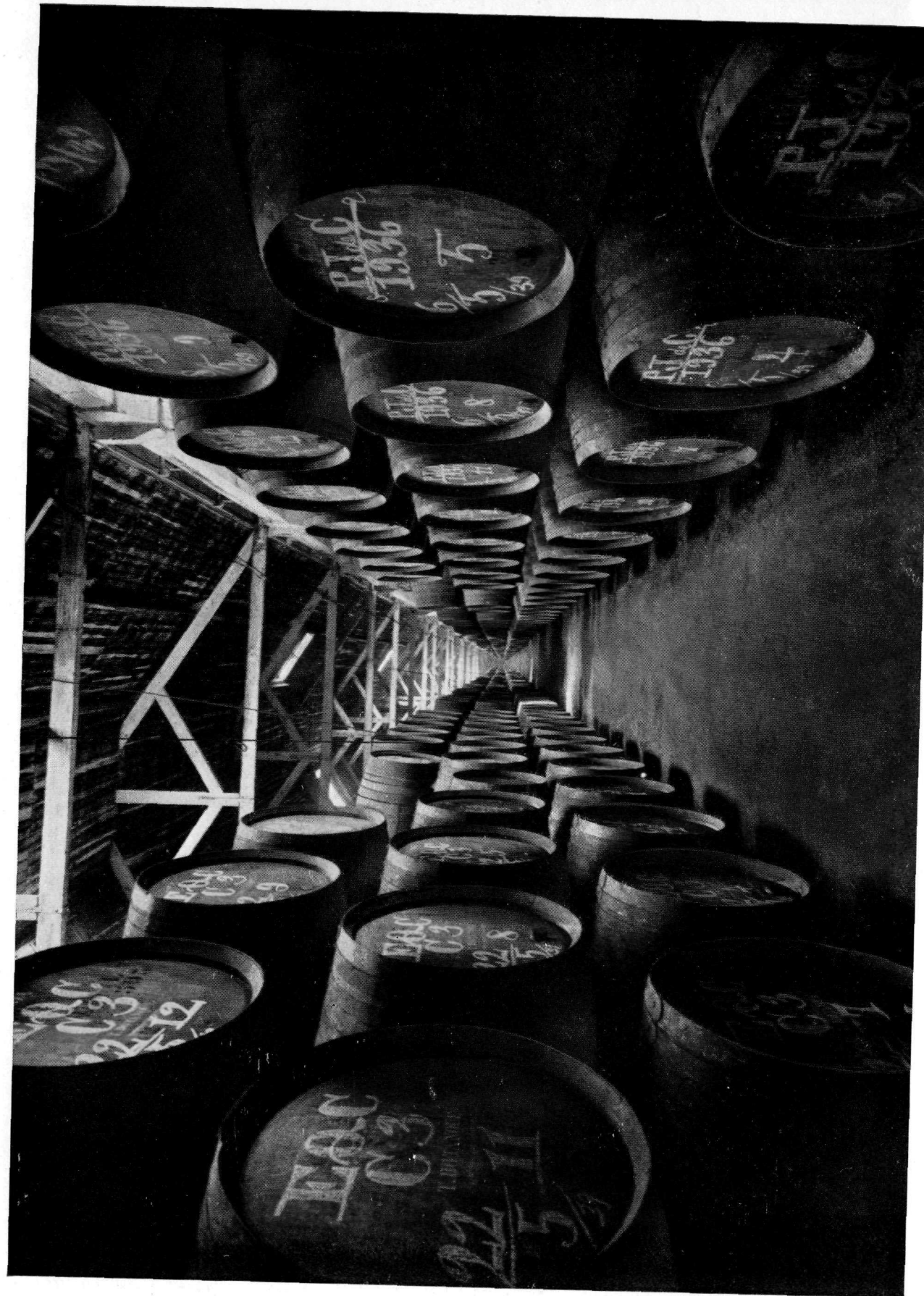
—his letter being addressed to Lord Palmerston, the then Secretary of State for Foreign Affairs, and the following extract from "The Act of Possession" of 1851, which came into



The British Club, Oporto.

force in 1851, when the freehold was acquired by Mr. J. R. Thompson, the then "Treasurer", would appear to indicate the proprietary rights of the Members:

"Of which the said Association, being lessee and tributary to the National Exchequer



Another view of the interior of a Wine Lodge.

... and of which the said Association takes possession in the quality of direct owner, on account of having redeemed the said denizen in conformity with Article No. 8 of the Decree of the 29th December of the year 1846, as appears in the above-mentioned Royal Letters Patent. And in effect, the said John Ramsey Thompson, having entered in the above-mentioned property, opened and closed all the doors and windows, and in doing this act declared in a high and intelligible voice, that he took possession real, civil, and natural, of the said denizen and lordship imposed on the above-mentioned property and in the manner of the remission made by John Alexander Fladgate, late Treasurer of the Association and in this manner and in observance of the above-mentioned Royal Letters Patent were consolidated both the dominions in the persons of the Associates, their heirs, and successors so that in future they may possess, enjoy, and make use of the same house as Freehold and rid of the above-mentioned charge. And as there was no contradiction from anybody, the Administrator invested and incorporated him in the above-mentioned possession by the usual acts and in the best manner and way of Right."

In olden days there were many "colonies" of British business communities in various parts of the world which boasted a Factory House, but it may be that the only one left to-day is that in Oporto. The present building "takes one back" more than a century and is a joy to see.

Perhaps its most used room (apart from the library) is the dining-room, which is furnished with a long old mahogany table capable of seating more than 40 people. The furniture, china, glass, etc., reminds one of very olden times, and during banquets it remains the custom to move into a similar room with a similar table, taking one's napkin with one; there one takes one's seat at a similar table and enjoys one's Port Wine and dessert, finally using the ballroom next door (still furnished with its old Chippendale furniture, etc.) for the serving of coffee and liqueurs. In times gone by such banquets were more common than to-day, but if one is lucky enough to be invited to such a feast with the table beautifully decorated beforehand by the ladies of the British "colony", one can only be regarded as lucky, as the whole atmosphere transports one back at least a century and the beauty of the general setting of the three rooms is indescribable.

It makes one appreciate what a lot one misses to-day by the lack of the old furniture, china, glass, etc. How beautiful, how comfortable it all is, and it is to be regretted that such comfort and joy can only be found in some of the older corporations of Great Britain. A ball at the Factory House has to be attended to be either believed or enjoyed, and it can only



Front door of the British Club building.

be hoped that those who are the present owners of the property will do all in their power to maintain the old traditions and the general beauty of what has come to them through the wisdom of their forbears. Let it be hoped that never in the history of the Factory House too close an association with its charms will breed contempt.

The Factory House is a world all its own and without parallel, and it should at all times be so recognised by its owners. May they keep it sacrosanct as a memorial in a foreign land of what meant so much to Great Britain in the past, as it would be little short of sacrilege to take it for granted in any way. It is a truly beautiful place in the "Old English" style; may it remain thus for at least another century! The Factory House should, of course, not be confused with "The British Club" at Oporto, which is a "club" in the more normal sense of the word, its membership not being limited in the same way as that of the Factory House.



The late Mr. A. C. Smithes tasting Port wine.

**List of the Principal Treaties between Portugal and Great Britain, dealing with
Port Wine**

1147	Between	D. Afonso Henriques and King Stephen
1217	"	D. Afonso II and King Henry III
1294	"	D. Diniz and King Edward I
1311	"	D. Diniz and King Edward II
1344	"	D. Afonso IV and King Edward III
1352	"	D. Afonso IV and King Edward III
1353	"	D. Afonso IV and King Edward III
1373	"	D. Fernando } and King Edward III D. Eleanor }
1380	"	D. Fernando and King Richard II
1381	"	D. Fernando and King Richard II
1385	"	D. Joao I and King Richard II
1386	"	D. Joao I and King Richard II
1387	"	D. Joao I and King Richard II
1398	"	D. Joao I and King Richard II
1400	"	D. Joao I and King Henry IV
1403	"	D. Joao I and King Henry IV
1405	"	D. Joao I and King Henry IV
1415	"	D. Joao I and King Henry IV
1461	"	D. Afonso V and King Edward IV
1482	"	D. Joao II and King Edward IV
1485	"	D. Joao II and King Richard III
1488	"	D. Joao II and King Henry VII
1547	"	D. Joao III and King Edward VI
1589	"	Philip I of Portugal and Queen Elizabeth
1640	"	D. Joao IV and King Charles I
1642	"	D. Joao IV and King Charles I
1650	"	D. Joao IV and Lord Protector Cromwell
1654	"	D. Joao IV and Lord Protector Cromwell
1660	"	D. Afonso VI and King Charles II
1661	"	D. Afonso VI and King Charles II
1662	"	D. Afonso VI and King Charles II
1665	"	D. Afonso VI and King Charles II
1703	"	D. Pedro II and Queen Anne
1704	"	D. Pedro II and Queen Anne
1706	"	D. Pedro II and Queen Anne
1754	"	D. Jose I and King George II
1755	"	D. Jose I and King George II
1762	"	D. Jose I and King George III
1796	"	D. Maria I and King George III
1808	"	D. Maria I and King George III
1809	"	D. Maria I and King George III
1810	"	D. Maria I and King George III
1810-14	"	D. Maria I and King George III
1815	"	D. Maria I and King George III
1899	"	D. Carlos and Queen Victoria (Anglo-Portuguese Secret Declaration)
1904	"	D. Carlos and King Edward VII
1914	"	Portuguese Republic and King George V

Particulars of the above Treaties can probably be obtained from The Anglo-Portuguese Society (Hon. Sec.: Lt.-Col. J. Cross Brown, D.S.O., 3, Great Winchester Street, London, E.C.2

Miscellaneous Notes

Foundation Dates of some of the older British Firms in the Port Wine Trade in Oporto

1638	Messrs.	C. N. Kopke & Co. Ltd.
1670	"	Warre & Co.
1678	"	Croft & Co.
1680	"	Quarles, Harris & Co.
1692	"	Taylor, Fladgate & Yatman.
1715	"	Morgan Bros. Ltd.
1730	"	Butler, Nephew & Co.
1735	"	Hunt, Roope & Co.
1737	"	Offley, Forrester Ltd.
1750	"	J. W. Burmester & Co. Ltd.
1784	"	Smith, Woodhouse & Co.
1790	"	Sandeman & Co.
1814	"	Cockburn, Smithes & Co. Ltd.
1815	"	Feuerheerd Bros. & Co. Ltd.
1820	"	W. & J. Graham & Co.

NOTE.—The styles of the firms mentioned above are, for the purposes of easier identification, those used by them in 1942, and do not necessarily conform to the styles used on the date of establishment.

Duties on Port Wine and Other Wines

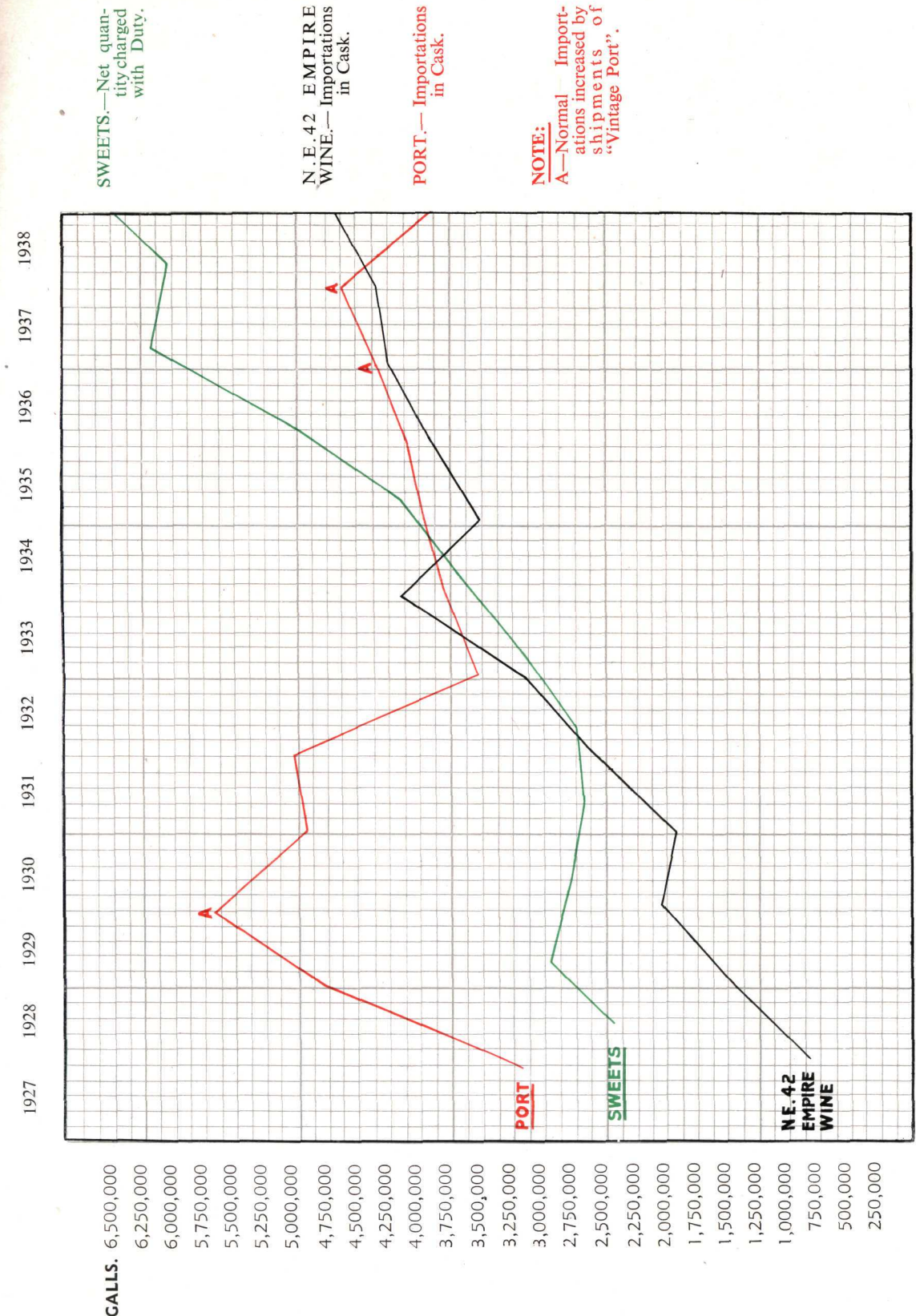
	Pre-War	Sept. 1939	July 1940	April 1942	April 1943
	Per Gallon				
FOREIGN WINES	s. d.	s. d.	s. d.	s. d.	s. d.
N.E.25	4 0	6 0	8 0	14 0	17 0
N.E.42	8 0	12 0	16 0	28 0	34 0
EMPIRE WINES					
N.E.27	2 0	4 0	6 0	12 0	15 0
N.E.42	4 0	8 0	12 0	24 0	30 0
SWEETS					
"British Wines"	1 6	3 6	5 6	11 6	14 6
BRITISH SPIRITS					
Per Proof Gall.	72 6	82 6	97 6	137 6	157 6
3 yrs. old			(April 1940)		

NOTE.—"N.E.25" and "N.E.27" Wines are Table Wines, *e.g.*, Claret, Hock, etc.
 "N.E.42" Wines are Dessert Wines, *e.g.*, Port, Sherry, etc.
 Double the above figures to show the Duty "Per Doz."

Capacities of Bottles

Bottle	No. of Bottles	Fluid Ounces
Bottle	1	26.653
Magnum	2	53.307
Jereboam (Double Magnum)	4	106.615
Rehoboam	6	159.944
Methuselah	8	213.302
Salmanazar	12	319.988
Balthasar	16	426.393
Nebuchadnezzar	20	533.305

And thus end these Notes, which were written mainly in 1939 and in which it would be gratifying to feel that there might be something of interest both to the consumer and those engaged in the Port Wine trade, as Port Wine has behind it a glorious record, second to none amongst the wines used in Great Britain. The success of the industry has been achieved through the years not only by the excellence of the wines themselves but also by the hard work



and ability brought to it by those employed in it, who have continually shown an interest based on their artistic propensities just as much as their commercial desires.

If the industry continues to be conducted on these lines it is to be hoped that Port Wine will remain in the forefront of dessert wines popular in the United Kingdom, but there is no place in the industry for idlers or the half interested, and the student who imagines he can learn all there is to be learnt about Port Wine with no more than a superficial study will prove a danger to his trade, a nuisance to his customers, and a disappointment to himself. Let him, therefore, recall all that his predecessors have done to give him his opportunity, and if it be necessary to give his whole time to his task of carrying on their magnificent work let him have no compunction about doing so.

He has a duty to the consumer, who in a life of less leisure than heretofore will appreciate the fostering of his interest in Port Wine, and if he can be persuaded to see in the wine all that it really spells as opposed to regarding it merely as a convenient refreshment, bringing to it that degree of reverence and admiration that is its due, much will have been done for his well-being and enjoyment.

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GLOSSARY OF ENGLISH AND PORTUGUESE NAMES, WORDS, ETC.

English

- Bond.** A "Customs" Warehouse in Great Britain, in which wines and spirits are held prior to being "cleared" upon payment of the duty on them.
- British Association, The.** See "Rua Nova dos Ingleses" below.
- Chocks.** Wedges used to secure a cask from moving.
- Cooper.** A cask maker.
- Diligence.** (French.) A stage coach.
- Douro District, The.** The area round part of the River Douro, delimited by Portuguese Law, and in which alone Port Wine *inter alia* may be produced.
- Factory House, The.** See "Rua Nova dos Ingleses" below.
- Fine Wine.** Wine of the higher qualities.
- Finings.** Materials used for the clarification of wine.
- Fortify.** Port Wines are "Fortified" by the addition of Portugal Grape Brandy, or formerly by other spirits.
- "F.O.B."** "Free on Board". Prices of Port Wine are usually quoted on this basis when being exported from Oporto.
- Graduations.** Measurement of the grape sugar content of "Must" at the time of making.
- Island Spirit.** Spirit from the Portuguese Islands—mainly the Azores.
- Lodge.** The Warehouse in which Port Wine is stored in Portugal.
- Must.** The liquid resulting from the pressing of the grapes, which becomes "Wine" when the primary fermentation has been stopped.
- "N.E.42".** Not exceeding 42 degrees on the Sykes Hydrometer. See "Sykes, degrees" below.
- Phylloxera.** A tiny plant louse that sucks and exhausts the roots of the vine, ultimately causing death to the vine.
- Pipe.** The standard cask in which Port Wine is shipped, containing about 116 gallons.
- Shooks.** The staves of a cask removed separately from the cask and put into bundles.
- Sykes, Degrees.** The Sykes Hydrometer is an instrument used for ascertaining the alcoholic strength of wine.
- Test.** The alcoholic strength of a wine.

Portuguese

- Altos.** The vineyards on the highest part of the hills in the Douro district.
- Arraes.** The captain or headman of the wine boats which bring wine from the Douro district to Oporto down the River Douro.
- Baga.** Elderberry.
- Bahnas.** One of the loading points at Oporto on the North bank of the River Douro, slightly East of the present Customs House. It is so-called because at one time people bathed there.
- Baixo Corgo.** The Western end of the Douro district, lying West of the River Corgo, which runs into the River Douro from the North in Portugal.
- Beberagem.** Beverage wine commonly supplied to the workmen in the Lodges.
- Briosos Constitucionaes.** Gallant Constitutionals, *i.e.*, those fighting on the side of the Constitutional Party.
- Camaras.** The "Senate" and the "Chamber of Deputies" in Portugal.
- Canteiro.** Scantling, *i.e.*, support for the casks stored side by side.

Cheia. A river in spate.

Cima Corgo. The Eastern end of the Douro district, lying East of the River Corgo, which runs into the River Douro from the North in Portugal.

Cochia. Passage way between the rows of casks on the Canteiro (Scantling).

Constitucionaes. Members of the Constitutional Party.

Consumos. Beverage wines, which have been allowed to ferment out as far as Nature enacts—in the same manner as Claret.

Desavinho. The failure of the fruit to “set” properly so that the grapes, instead of developing into normal grapes, remain small, hard and stunted.

Entrepasto. The area of the Wine Lodges in Villa Nova de Gaia.

Facciosos. Factionaries.

Freiras, Calcade das. A principal street in Villa Nova de Gaia, running down from Gaia railway station to the River Douro.

Gaia. See “Villa Nova de Gaia” below.

Gallegos. Galicians.

Geropiga. A very sweet Port Wine, used in small quantities for blending.

Gremio. Guild.

Inglezes. Englishmen.

Lagar. A large trough into which the bunches of grapes are put to be pressed.

Lazaretto. An isolation hospital in the days of the plagues.

Leixoes. A harbour a few miles North of the point at which the River Douro flows into the Atlantic, called “Foz do Douro”.

Liga dos Lavradores. Farmers League or Association.

Maromba. A word describing the vines when, having developed normally during the Spring, they appear unable to withstand great Summer heat and eventually shrivel up.

Meias Encostas. The vineyards half way up the hills in the Douro district.

Moidores. Probably a corruption of “Moeda d’Oiso” (Coin), normally worth about 27s. 0d. in Sterling.

Passa. Natural raisins.

Pe. Lees.

Podre. “Rot”, usually caused by moisture setting up a fungus growth between the grapes and eventually destroying the whole bunch.

Provas. Samples.

Quinta. A property or vineyard.

Ramo. Name for “Consumo” in the days of the Old Monopoly Company. At that time Port was known as “Vinho de Feitoria (Factory Wine)” and Consumo as “Vinho de Ramo”.

“Rapido”. An express train running between Paris and Lisbon.

Regoa. A town on the River Douro at the more Western end of the Douro district.

Rua Nova dos Inglezes. “The new street of the English”. A principal street near the River Douro in Oporto, in which is situated “The British Association” or “Factory House”. The latter name arises from the early British “Factors” or Agents who met there daily to discuss their business.

Seras. Mountain range.

Tintas. Dark red grapes.

Tonel. A very large cask, used for storing many thousands of gallons.

Villa Nova de Gaia. “The new town of Gaia”, being the district facing Oporto and lying on the South side of the River Douro. Most of the Wine Lodges are situate there.